AUTOCAR

IRST FOR CAR NEWS AND REVIEWS

FLAT-OUT DRIVE

MCCCCCCCS-AMC G63

Verdict: 'A belting super-saloon'

ALL THE GENEVA SHOW STARS

NEWBENILEN

How £120k sports car will take aim at Aston and Ferrari





NEW AUDI R8 Similar looks, radical new tech



HONDA CIVIC TYPE R 306bhp and 167mph for £30k



PORSCHE 911 GT3 RS All the official, mind-blowing stats



e-tron. Our plug-in

Fuel consumption figures mpg (litres/100km) and CO2 emissions (g/km), Audi A3 Sportback e-tron: The 'Combined/weighted' fuel consumption/CO2 figures calculated from two test results: one when the battery is fully charged and the other a figure in a variety of charge conditions. Extended range achieved by 1.4 TFSI petrol engine generating electricity. Standard EU Laboratory



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COMParative purposes and may not reflect all driving results. You will not own the vehicle until all payments are made. 0% Personal Contract Purchase available on Hyundai i10 between 1st January and 31st March 2015 inclusive over 25 month term. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle, (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to mileage and condition of the vehicle. Excess mileage charge 14.9p per mile. Finance subject to status. T&Cs apply. Applicants must be 18 or over. Guarantee/Indemnity may be required. Hyundai Motor Finance RH1 1SR. Model shown: i10 Premium 1.0 at £10,805 OTR including Sleek Silver metallic paint at £495. Offer not available for customers under the Hyundai Affinity Programme. 5 Year Unlimited Mileage Warranty terms and exclusions apply. Visit www.hyundai.co.uk/owning or ask your local dealer.

THIS WEEK









The Mercedes-AMG C63 corners with whatever attitude you want

Matt Prior, p40





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PEUGEOT RECOMMENDS TOTAL Official Fuel Consumption in MPG (1/100km) and CO2 emissions (g/km) for the 208 Range are: Urban 32.8-78.5 PureTech (8.6–3.6), Extra Urban 54.3–88.3 (5.2–3.2), Combined 44.1–83.1 (6.4–3.4) and CO₂ 149–87 (g/km).

MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only and may not reflect actual on-the-road driving conditions and conditions apply, participating dealers only or visit peugeot. co.uk. To finance your lease/purchase we may introduce you to a limited number of lenders. *Passport Personal Lease: A guarantee may be required. Over 18s only. Written quotations available on request from Peugeot Financial Services, Quadrant House, Princess Way, Redhill, RH1 1QA. Example based on the 208 Active Purretch 10 VTI 3-Door including metallic point, customer initial payment £3,304, £1,500 initial rental contribution and optional final payment £4,869. 37 monthly payments payable. Annual mileage 6,000 miles. Excess mileage charges may apply, if you choose to pay the optional final payment equivalent to one of your monthly payments but will not on the car. Ownership is possible with Passport, ask your Dealer for details. Peugeot Motor Company Plc is acting as a credit broker and is not a lender. Offers apply to vehicles ordered by 31st March 2015. Visit peugeot.co.uk for full terms and conditions. Information correct at time of going to press.

PEUGEOT 208





Geneva reveals that we're in rude health

IF CAR ENTHUSIASTS ever needed more reassurance that their passion is in good hands, this year's Geneva show should have been it. Few, if any, motor shows have ever put such an emphasis on cars built to appeal to Autocar readers.

From the conceptual Bentley two-seater to the Honda Civic Type R, Ford Focus RS, McLaren 675LT, Porsche 911 GT3 RS, Audi R8 and Lamborghini Aventador SV, there were performance cars to delight every taste.

Morgan's independent thinking led the way, but Geneva was awash with concepts from Europe's leading niche car makers and styling houses. Meanwhile, Land Rover, Rolls-Royce and Aston piqued interest by announcing projects to stretch their brands beyond what many would have considered possible a couple of years ago. Against the backdrop of a drop-top Evoque and reborn Lagonda, even

some of the wackier concepts didn't seem quite so challenging.

With the Asian and US markets booming and Europe growing, Geneva delivered proof that the car industry has got its swagger back.





THIS WEEK

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Established 1895

AUTOCAR

AUTOCAR.CO.UK THIS WEEK'S TOP FIVE

Geneva 2015

See all the action from the Geneva motor show



Infiniti QX30

Exclusive studio pictures of Infiniti's new crossover

GALLERY Geneva gallery

All the best pictures, straight from the Geneva show floor



REVIEW

Porsche Cavman GT4 James Ruppert

First verdict on the 380bhp Cayman



BLOG

Jensen's return – in cartoon form. Really





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Bentley sports car guns

■ EXP 10 Speed 6 concept previews new two-seat sports car ■ 'Class-leading performance'

entley has signalled its intention to make a more focused two-seat sports car – and go head to head with the likes of Aston Martin, Ferrari and McLaren – with the unveiling of this two-seat concept at the Geneva motor show.

Called the EXP 10 Speed 6, the concept is said to be experimental in its design and has been revealed to gauge exactly what customers want from a Bentley sports car, as well as to get feedback on possible styling influences for all future models.

"It is one vision for

Bentley's future," said company chairman Wolfgang Dürheimer. "It has the potential to be the pinnacle luxury two-seat sports car."

Dürheimer said the sports car, due in the next three years, would be positioned alongside the Continental GT, suggesting a starting price of about £120,000.

"This is not just a new sports car concept but the potential Bentley sports car – a bold vision for a brand with a bold future," he said. "It offers thrilling, driver-orientated performance, complete with trademark modern Bentley luxury and effortlessness."

Although there is no official confirmation, the production car would most likely use the MSB flexible architecture of Bentley's Volkswagen Group parent. The MSB architecture is designed for cars of all formats positioned above the Audi range in the VW Group.

Bentley has revealed that the concept is powered by a hybrid powertrain but hasn't given any details. Production versions are likely to be powered by a reconfigured version of the 500bhp Audisourced twin-turbo 4.0-litre V8 used in other Bentleys.





for Ferrari

■ Due by 2018 ■ Priced from £120k

However, higher-powered, different-engined versions would be likely to ensure that the car could match or eclipse the 200mph top speed of some of its saloon siblings. In Geneva, Bentley confirmed: "Performance goals, including top speed, are set to challenge competitors and define a new segment benchmark."

Bentley also used the Geneva launch to kick-start efforts to emphasise the brand's history in speed events, including high-level international motorsport. At the motor show, the firm highlighted the exploits of

the Bentley Boys and their Le Mans successes, as well as today's GT3 challengers.

Manufacturers are increasingly aware that new models that stretch their core offering need to be grounded in history to appeal to buyers, who want cars to have an authenticity about them. Rolls-Royce, for instance, is highlighting its history in offroad adventures in the build-up to the launch of its 4x4.

Overall, the design of the EXP 10 Speed 6 is influenced by the aerodynamic shapes of aircraft fuselage and wings, says Bentley. The short >



← front overhang, long bonnet, low grille and wide rear are designed to convey the car's performance potential.

Notably, the EXP 10 Speed 6 is also being used to test the reaction to themes that reassess many traditional Bentley elements. The styling includes a new interpretation of the classic Bentley front grille and headlight arrangement.

The concept also showcases new production techniques, such as 3D metal printing, apparent in areas such as the grille mesh, exhausts, door handles and side vents.

The front grille mesh, for instance, is manufactured with varying depths for a more three-dimensional look than the current traditional mesh,

Behind the seats is space for a fourpiece luggage set which is made from a flat plane of latticework. Likewise, the headlight glass is textured to imitate the look of the quilted leather inside the car. In part, the concept is testing customer reaction to the idea of using machined parts as well as handcrafted ones.

Similar techniques are showcased inside the car, most strikingly on the wooden section on the doors. These feature a quilted pattern that is milled directly onto the cherry wood section, with each diamond shape finished with a copper centre.

A 12in curved touchscreen also highlights a potential future integration of technology in Bentleys, as well as a proposed new dashboard layout. Underlining that a Bentley sports car is still likely to have GT capabilities, there is space behind the seats for a bespoke four-piece luggage set.

Styling is inspired by

aircraft fuselage and

wings, says Bentley

Bentley's Crewe facility has recently been upgraded and enlarged, and Dürheimer is said to be planning substantial growth at the firm. He has previously talked about launching a saloon between the Continental Flying Spur and Mulsanne, and there have been suggestions of a more compact SUV than the full-sized Bentayga, which is due to go on sale next year.

Bentley sold a little more than 10,000 cars in 2013, and Dürheimer has indicated a desire to raise that to 20,000 sales per year by 2020. JIM HOLDER





GENEVA MOTOR SHOW



UK to get Aston Lagonda Taraf

THE ASTON MARTIN Lagonda Taraf saloon will now be offered for sale in the UK in right-handdrive form.

The company has confirmed that it has reversed an initial decision to offer the Lagonda Taraf for sale only in the Middle East following strong interest and demand from other markets.

In addition to the Middle East and the UK, sales will now take place in EU-legislation-compliant continental Europe and other select global markets, including Singapore and South Africa.

Based on Aston Martin's VH architecture, the

V12-powered Lagonda Taraf will be built in a limited run of 200 units and is the work of Aston's special projects division, which is behind the recent Vulcan and Vantage GT3.

The carbonfibrebodied model will be hand-built at Aston's Gaydon headquarters, and extensive personalisation will be offered by the 'Q by Aston Martin' bespoke service.

The return of the Lagonda name on a production car is significant for Aston, because it is expected to be returned full-time to the range on an as yet unconfirmed SUV model.

Open Evoque is go



LAND ROVER HAS confirmed that a convertible version of the Range Rover Evoque will go on sale in 2016.

The drop-top version of the compact SUV has been revealed at the Geneva motor show. Official images have also shown a test car being driven through the tunnels of the Crossrail project under construction beneath London.

Land Rover first showed a concept version of an open-top Evoque in 2012.

The production version will be built alongside the recently facelifted five-door and coupé Evoques at Land Rover's Halewood plant.

It is not known if the loss of the roof and resultant body stiffening has affected the Evoque's off-road capability.

The facelifted Evoque range features new LED headlight designs and a refreshed engine line-up, including four-cylinder diesel units from Jaquar Land Rover's Ingenium range.



Honda's 306bhp, front-drive hot hatch sprints from 0-62mph in a claimed 5.7sec and runs to 167mph; on

his is the definitive production version of the Honda Civic Type R, the fastest and most powerful front-wheel-drive hot hatch in existence.

The new Civic Type R is revealed this week at the Geneva motor show ahead of a summer launch, when it will be priced from about £30,000. At its heart is an all-new 306bhp turbocharged 2.0-litre engine that enables it to cover the 0-62mph sprint in 5.7sec and hit a 167mph top speed.

To help the car get its prodigious reserves to the road, it gets a special 'Dual Axis Strut' front suspension system and a mechanical limited-slip differential. An extensive aerodynamic package also features to complete the Civic Type R's extreme trackbred positioning.

The most dominant feature in the Civic Type R is its new VTEC engine. The directinjection turbo unit's 306bhp arrives at 6500rpm and peak torque of 295lb ft is at

2500rpm. The engine hits the redline at 7000rpm.

The 2.0-litre engine drives the front wheels through a sixspeed manual gearbox. There is no automatic option. The 0-62mph time and top speed are both class-leading.

Honda says the Civic Type R has been fitted with "a number of innovative new suspension systems" that are designed to "maximise power transfer to the road".

Chief among them is that Dual Axis Strut front suspension system, which is similar to Ford's RevoKnuckle system. It's a version of a MacPherson strut front suspension set-up that features an additional steering knuckle, so the wheel steers around a point closer to its centre line, reducing torque steer by up to 50% compared with a standard Civic, according to Honda.

The rear suspension is an H-shaped torsion beam design but has been modified over the standard Civic's to include

a new 'crushed pipe', which, Honda says, improves roll rigidity by 180%, and enhances high-speed corner stability. Adaptive dampers also feature at each corner and the electric steering has been retuned for greater response and feel.

To access the full potential of the chassis and powertrain, Honda has equipped the Civic Type R with a '+R' driving mode. This increases engine response, provides more aggressive torque mapping, reduces the assistance on the steering and firms up the dampers by 30%.

Stopping power is provided by bespoke high-performance Brembo brakes, which feature four-piston calipers and drilled discs that measure 350mm in diameter at the front. The brakes sit behind 19in wheels shod with 235/35 tyres made of a bespoke compound.

Chassis tuning for the Civic Type R has taken place at the Nürburgring and Suzuka circuits, as well as at Honda's own Takasu test track in Japan.







220 Trophy.

The car is a specially 'numbered' hardcore edition designed to sit above existing Renaultsport Clios and counter disappointment among some enthusiasts with the existing model. It will reach European showrooms this summer and is expected to cost about £2000 more than the standard car.

The 220 Trophy's 1.6-litre turbo engine has been tweaked to produce 10% more power, at about 217bhp, and the rev limit

to meet Euro 6 emissions standards as well as delivering extra performance. The CO₂ output drops by 6g/km to 138g/km (one VED band).

Torque rises by 8% to 192lb ft and there is an extra 'torque boost' feature that delivers a further 8% of torque in fourth and fifth gears.

Renault has moved to counter criticism of the Clio 200's dual-clutch automatic transmission by cutting shift times by 30% and reducing

front and 10mm at the rear. The springs, dampers and bump-stops have all been rerated for high-performance use. There's a new, faster steering rack and a change to 205/40 R18 Michelin Pilot Super Sport tyres. The result is a car that cuts three seconds from a typical 1min 40sec lap on Renault's secret test track.

The performamnce mods are accompanied by some subtle badge changes, plus newdesign diamond-cut alloys.



atch pace' sale this summer, priced at around £30k The Nürburgring is significant because Honda has stated

its desire for the Type R to be the fastest front-wheel-drive car to lap the circuit, eclipsing the Renault Mégane RS 275 Trophy-R's 7min 54sec. Extensive aerodynamic

work has taken place in the wind tunnel at Honda's dedicated motorsport facility in Sakura, Japan, where it develops its Formula 1 engines.

The result is exterior styling that has been heavily influenced by aerodynamic demands. Most striking is the large, fixed rear wing, which has been redesigned from that of the Civic Type R concept car seen at the Geneva and Paris motor shows of 2014. Its height, shape, angle and end plates have all been modified to provide enough downforce without compromising drag at higher speeds.

Also notable at the rear is the large diffuser, which works with the flat underside to 'suck' the car to the road. There are four exhaust tips,

two on each side of the car, and a more aggressive-looking rear bumper design.

Other new design features compared with the standard Civic on which the Type R is based include a new front bumper that has been shaped to reduce turbulence around the front wheels, a wide front splitter, flared wheel arches, which at the front allow air in as extra cooling for the engine, and larger front grilles, also for increased cooling. Further outlet vents for the engine feature on top of the front wings.

There are five exterior colour choices offered on the Civic Type R, including the Championship White colour seen here and shared with other Type R models.

The sporty interior features sports seats trimmed in a suede-effect fabric, a gearknob machined from an aluminium alloy, black headlining and black trim with red double stitching.

MARK TISSHAW

Zoe's range now 149 miles

THE RENAULT ZOE electric car has been revised to offer an increased range. The manufacturer now claims a range of 149 miles, up from the current car's 130 miles.

The improvements come thanks to a new electric motor and an optimising of the electronic management.

The R240 synchronous electric motor, Renault's own design, is lighter and more compact than the one that has been installed in the Zoe since its launch in 2012. It consumes less energy and is capable of faster charging times. The power output of 87bhp and torque of 162lb ft are unchanged from the current Zoe's.

The revamped Zoe also features a new version of the Chameleon charging system, which allows faster charging at home using 3kW and 11kW chargers. It can



also be charged at 22kW fast charging points.

Renault's revised Zoe will be available in the UK later this year.



I want low interest without looking less interesting. #SR7

11:19 AM







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You make us make better cars, like the New Rio 'SR7' Special edition. You want tons of amazing features as standard and you want a car that is anything but standard all for just £10,845 including £1,000 customer saving. You're so demanding, luckily so are we.

The Power to Surprise

Fuel consumption figures in mpg (I/100km) for the New Kia Rio 3 - dr 'SR7' Special edition are: Urban 44.8 (6.3), Extra Urban 67.3 (4.2),

Combined 56.5 (5.0). CO2 emissions are 115g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. Model shown: New Rio 3-dr 'SR7' Special edition 1.25 84bhp 5-speed manual @£10,845 including£1,000 customer saving. Non offer price£11,845. Customer savings vary by model derivative. Specification is subject to change without notice. Price correct at time of going to press. Log onto kia.co.uk/sr7 for full details. 7 year / 100,000 mile manufacturer's warranty, for terms and exclusions visit www.kia.co.uk. Offer not available with any other offer. Retail sales only. Subject to availability on vehicles registered between 07/01/2015 and 31/03/2015. Finance subject to status. Terms and conditions apply. 18's or over. Guarantee/indemnity may be required. Further charges may be made subject to the condition or mileage of the vehicle. Excess mileage charge 14.9p per mile. **You will not own the vehicle until all payments are made.** 25, 31 and 37 month terms. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle. (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Kia Motors Finance RH1 1SR.

Aventador SV can hit 62mph in just 2.8sec



Hardcore Aventador SV unleashed

Stripped-out version of Lamborghini's supercar sheds 50kg and gets a power boost to 740bhp

he Lamborghini Aventador range has been crowned with this lighter and more powerful Super Veloce (SV) model at the Geneva motor show.

At the Aventador SV's heart is a 6.5-litre normally aspirated V12 producing 740bhp, which represents a 49bhp boost over the 691bhp the engine produces in the standard Aventador. The increase is down to optimised variable valve timing and intake systems. Torque is unchanged at 507lb ft, but the engine now revs to 8500rpm.

The extra power, together with a 50kg weight reduction over the 1575kg Aventador and an improved aerodynamic package, results in a 0-62mph time cut from 2.9sec to 2.8sec over the standard Aventador coupé, and a top speed of "more than 217mph". The power-to-weight ratio is rated at 485bhp per tonne.

The seven-speed automated manual gearbox carries over from the standard Aventador, while the newly engineered exhaust, which features four central tailpipes, creates a wide variety of "music", according to Lamborghini.

The Haldex permanent fourwheel drive system remains. distributing torque front and rear. There's a self-locking differential on the rear axle and an electronic differential lock at the front, which links in with the ESP system.

A Drive Select system with three modes (Strada, Sport, and Corsa) is offered, altering the engine, gearbox and diff responses and the handling and steering characteristics.

Weight has been saved by using carbonfibre for parts including the engine bay cover, rear wing, interior door panels, bucket sports seats and air intakes. Carpets and some noise insulation are also taken out, and the multimedia system is a no-cost option, the maximum weight saving being achieved by doing without it.

The pushrod suspension incorporates new magnetorheological adaptive dampers, which are said to counteract brake dive and body roll and make the steering and handling more responsive. A variable electromechanical steering set-up, called Lamborghini Dynamic Steering, is offered.

Forged centre-locking lightweight alloys feature, measuring 20in in diameter at the front and 21in at the rear. shod in Pirelli P Zero Corsa sports tyres. Carbon-ceramic brakes are fitted as standard.

The SV's striking rear wing can be manually adjusted to three different positions. The wing contributes to significant increases in both aerodynamic efficiency and downforce over the standard Aventador, without increasing drag.

The stripped-out interior features a woven carbonfibre fabric to trim the seats and other parts of the cabin. Called Carbon Skin, the Lamborghinideveloped material is claimed to be the lightest available, soft to the touch and robust.

A UK price has not vet been set, but the Aventador SV is likely to cost around £295,000, some £30,000 more than the base Aventador. **MARK TISSHAW**









udi has revealed its second-generation R8 and confirmed performance figures for the range-topping version. Equipped with a 601bhp 5.2-litre V10 petrol engine and a new quattro four-wheel drive system, the flagship R8 is capable of 0-62mph in 3.2sec and a 205mph top speed.

The new car, which has made its public debut at the Geneva motor show, retains all the integral elements of its predecessor. However, Audi technical development boss Ulrich Hackenberg says every component of the new R8 has been either upgraded or newly designed using know-how from the German car maker's Le Mans racing programmes.

To reinforce its performance credentials, the new R8 will be sold exclusively with V10

power during the initial sales phase, with a standard R8 V10 and more powerful R8 V10 Plus available in the UK. Both variants will go on sale in the UK this year, but pricing has yet to be confirmed.

The previous R8's V8 engine has been overlooked, in part because of stiff tax laws on engines over 4.0 litres in key markets such as China. "We are working on a solution," Hackenberg told Autocar, suggesting a cheaper and less powerful model could be added to the line-up later.

The V10 is a heavily updated version of the outgoing R8's 5.2-litre engine. Made at Audi's Gyor plant in Hungary, it has a new cylinder-on-demand system and comes mated exclusively to a seven-speed dual-clutch automatic gearbox.

In standard form, the

90deg unit kicks out 532bhp at 8000rpm and 398lb ft at 6500rpm, giving the new R8 V10 a subtle 15bhp and 7lb ft more than its predecessor.

The highlight, though, is the R8 V10 Plus, which packs a Lamborghini Huracánequalling 601bhp at 8150rpm and 413lb ft at 6500rpm. That's 59bhp and 15lb ft more than the car it replaces.

Along with tweaks to the gearbox to enable the use of an automatic stop-start system, Audi has also provided the R8 with a new and faster-reacting four-wheel drive system.

Already previewed on the Huracán, it eschews the old viscous coupling system for a multi-plate clutch arrangement that is capable of transferring up to 100% of drive to the front or rear axle. It is also claimed to provide efficiency



savings thanks to its lower mechanical drag.

According to Audi's official performance figures, the R8 V10 has a 0-62mph time of 3.5sec and a 201mph top speed, 0.3sec and 4mph shy of the more powerful R8 V10 Plus. By comparison, the old R8 V10 had claimed figures of 3.6sec and 195mph and the V10 Plus 3.5sec and 197mph.

Fuel consumption and CO₂ emissions are improved by a claimed 10%. The R8 V10 returns a claimed 23.9mpg and 275g/km, and the R8 V10 Plus 22.8mpg and 289g/km.

Stylistically, the new
Audi leans heavily on its
predecessor. Despite the
apparent visual similarities,
though, every exterior element
is described as new, including



the signature single-frame grille, LED headlights, side blade treatment and allaluminium body.

At 4442mm long, 1944mm wide and 1241mm tall, the new R8 is the same length as the old R8 but 39mm wider and 9mm lower.

The mid-engined twoseater is underpinned by a new spaceframe structure that is claimed to weigh 200kg. Although it is still made predominantly from aluminium, it also receives new carbonfibre-reinforced plastic elements that are claimed to contribute to a 66kg reduction in the kerb weight of the new R8 V10 Plus, which tips the scales at an official 1454kg.

The suspension retains double wishbones front and rear. They're allied to standard steel springs and dampers or an optional Magneride package that provides continuously variable damping control.

The R8 receives standard 19in wheels with 245/35 front tyres and 295/35s at the rear.

Along with the petrol engine options, Audi has also confirmed the existence of a new all-electric drivetrain for an R8 e-tron model, which is planned to be sold in limited volumes in selected markets.

Audi is also preparing a successor to the R8 Spyder, although it isn't planned to be shown until later this year, most likely at the Los Angeles motor show in November.

The second-generation R8 will be assembled on a new showcase production line established close to Audi's Neckarsulm manufacturing site in Germany.

GREG KABLE

Self-driving electric saloon concept can be office, gym or bedroom **VOLKSWAGEN-OWNED** Egger, who moved to the being operated by the driver and blue when it is driving design house Italdesign design house from Audi Giugiaro has revealed an last year. The firm describes itself in autonomous mode. Audi-style autonomous the GEA as having the look Access to the rear seats electric luxury saloon is through suicide doors, of a "stylish saloon with a and the GEA does without concept called the GEA at sporty twist". The GEA is made from conventional B-pillars to the Geneva motor show. The four-wheel-drive GEA lightweight materials further boost access. that include aluminium, The focal point of the is 5370mm long, making it 235mm longer than an Audi cabin is the rear, where an carbonfibre and magnesium A8. It is powered by four for a kerb weight of just over integrated smartphone electric motors - two at the 2000kg. Notable features controls major vehicle front and two at the rear functions and allows one include its large 60-spoke, with a combined power 26in alloy wheels, each of three interior modes to output of 764bhp. Top milled from a solid block, and be selected: Business, Wellness and Dream. speed is 155mph. slim light clusters, which

Plug-in hybrid Audi Q7 promises 876-mile range

AUDI HAS REVEALED
details of its new plug-in
diesel-electric Q7 e-tron
quattro. It claims the big
seven-seat SUV delivers
a theoretical range of up
to 876 miles thanks to
combined cycle consumption
that is put at 166.2mpg on
the European test cycle.

The concept has been

designed by Italdesign

styling chief Wolfgang

The Q7 e-tron quattro is the first in a range of new Audi models to receive a plug-in diesel-electric hybrid system that is set to play a crucial role in the company's efforts to meet the 95g/km limit for CO₂ emissions due to come into force in 2020.

Developed wholly

in-house, the modular system is based around Audi's familiar turbocharged 3.0-litre V6 diesel, which delivers 254bhp and 442lb ft of torque. It is mated to a disc-shaped electric motor, mounted in the front section of the Q7 e-tron quattro's standard eight-speed automatic gearbox, that develops 126bhp and 258lb ft.

feature Audi laserlight and

LED technology. The lights

glow white when the GEA is

Together, they provide a combined system output of 368bhp and 381lb ft. That's sufficient, according to Audi, to endow the car with a 0-62mph time of 6.0sec and 140mph top speed.

Along with that official consumption figure of 166.2mpg, the Q7 e-tron quattro has average CO₂ emissions of just 50g/km. Energy for its electric motor is provided by a 17.3kWh lithium ion battery mounted within the floor of the boot and consisting of 168 individual cells. Along with the combined diesel-electric range of 876 miles, Audi also claims an all-electric range of 34 miles.

These allow the car to be

used as an office, a mini

gym or a bedroom.

A two-phase system allows charging at up to 7.2kW. Audi claims an overall charge time of up to two and a half hours on a high-voltage system.





olkswagen has previewed the new Passat CC with a four-door coupé-cumsaloon concept called the Sport Coupé GTE.

Unveiled on the eve of the Geneva motor show, the new concept is also said to hint at the design of the long-awaited replacement for VW's rangetopping Phaeton saloon.

At 4870mm long, 1865mm wide and 1407mm tall, the Sport Coupé GTE is longer, wider and lower than the new Passat saloon. Its wheelbase is also 50mm longer than its four-door sibling's, at 2841mm.

Inside, the concept has a full-length centre console and a series of digital displays and touchscreens. There is seating for four on individual seats and 480 litres of boot space.

The Sport Coupé GTE also showcases a plug-in hybrid system that VW is investigating for a range of future models. The petrolelectric system is based around a turbocharged 3.0-litre V6 petrol engine that produces 295bhp in the Sport Coupé GTE. It operates in combination with two electric motors - one in the front of the gearbox housing that delivers 54bhp and another at the rear providing 114bhp.

The hybrid system produces a combined 374bhp. A nominal torque rating has yet to be divulged, although the sixspeed dual-clutch automatic gearbox is claimed to handle up to 516lb ft.

The petrol engine and front electric motor power the front wheels, and the rear electric motor powers the rear wheels via a so-called electronic propshaft, giving the Sport Coupé GTE on-demand fourwheel drive capability.

No weight has been revealed, but computer simulations suggest a theoretical 0-62mph time of 5.0sec and a top speed of 155mph. Combined-cycle fuel economy is put at

141.3mpg, with average CO₂ emissions of 46g/km.

The concept has an electric range of up to 31 miles, VW says. The overall petrol-electric range is a claimed 746 miles. **GREG KABLE**



DS drops 'Citroën' to become stand-alone brand



DS5 Moon Dust concept celebrates the launch of the new DS brand

DS AUTOMOBILES HAS formally launched itself as a stand-alone brand at the Geneva motor show.

The move coincided with the reveal of the facelifted DS5, the first model to be badged solely under the DS brand. The firm has also revealed its new strapline: "Spirit of Avant Garde". The brand says it wants to "achieve a true upmarket comeback for the French automotive industry".

Aimed at fashion-conscious buyers and with a focus on

personalisation, DS models will eventually be sold through a network of stores and 'salons' in up to 200 cities, including those in the UK.

Celebrating the launch of the new brand, DS has revealed a concept car based on the facelifted DS5, dubbed Moon Dust. The concept features new chrome exterior trim, a lightly reprofiled front grille and new brown leather trim inside. DS says the Moon Dust is powered by the same diesel-electric setup as the Hybrid 4x4 DS5.

Although DS is already recognised as a stand-alone brand in China, company officials say the firm's launch in the UK will be phased in slowly, with dwindling links to parent Citroën in the coming years.

Autocar understands that alongside the current DS3, DS4 and DS5, DS will offer two SUVs to take on Audi's Q3 and Q5. At the very top of the range will be an Audi A8 competitor, with inspiration set to come from DS9 concept first shown in 2012.

RACER FOR THE ROAD UNVEILED

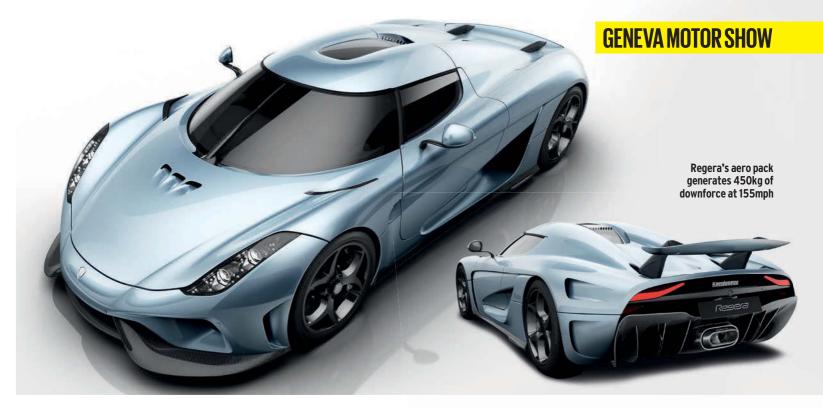
Scuderia Cameron Glickenhaus revealed its SCG 003 in two guises at Geneva. The road-going 003S (for 'stradale') is powered by a twin-turbo V6 being developed by the company, The 003C (for 'competizione') is a 523bhp race machine.



COUNTRYMAN GOES UPMARKET

Mini has given the facelifted Countryman a unique range of exterior colours and interior trims with the creation of a new Park Lane model. It will go on sale in the UK in July with the choice of four engines and either front or all-wheel drive





New Koenigsegg hybrid hypercar packs 1782bhp

KOENIGSEGG HAS REVEALED its new Regera hybrid hypercar at the Geneva motor show.

The first hybrid created by Koenigsegg is powered by the combination of a V8 engine and three electric motors, one on each rear wheel and one on the crankshaft.

The Regera features a softer front-end design than the Agera and comes with



large front air intakes, a front diffuser, wrap-around windscreen and prominent roof scoop. At the rear, the new model gets an Akrapovicdeveloped exhaust that exits from the rear diffuser, above which is placed the Regera's charging port.

The Regera's large rear spoiler contributes to a total downforce of 450kg at 155mph. The model sits on 19in carbonfibre wheels at the front and 20s at the rear and features ventilated carbon-ceramic brake discs at all four corners.

Output from the Regera's 5.0-litre twin-turbocharged V8 engine is rated at 1085bhp at 7800rpm, but the added 697bhp coming from the electric motors brings a total system output of 1782bhp and its total torque is 1549lb ft.

Koenigsegg says the Regera is the most powerful production car in existence, with its outputs significantly eclipsing the likes of the McLaren P1, LaFerrari and Porsche 918 Spyder.

The key to the Regera's performance is its relatively lightweight hybrid set-up.

Although the Regera is not referred to as a traditional hybrid, the model does feature a new Koenigsegg Direct Drive (KDD) transmission that, the company says, can reduce energy losses by up to 50% compared with traditional transmissions and CVTs.

Just 80 examples of the Regera will be made.

The Swedish manufacturer also showed off the Agera RS at Geneva. The latest evolution of the Agera supercar is track-focused and boasts upgraded bodywork, active aerodynamics and more power.

NISSAN EXPLORES NEW LOOK FOR NEXT MICRA

Nissan's Sway concept, unveiled at the Geneva motor show, previews the next-generation Micra.

The 4010mm-long, 1780mm-wide and 1385mm-tall Sway concept features Nissan's new design language, first introduced on the new Murano, albeit in a more conceptual style. The pared-back interior style is inspired by the IDX concept of 2013.

Design chief Shiro Nakamura said: "We are experimenting to see how Nissan might be able to bring fresh ideas to the compact segment."

The new Micra is due to be launched in mid-2016. The model's development will be led by European design and engineering teams, the same strategy as with the Qashqai and Juke and the opposite of the current car's global brief.



KAHN SHOWS 6X6 V8 DEFENDER

Kahn Design unveiled a 6x6 version of its Project Flying Huntsman at the Geneva motor show. Based on the Land Rover Defender 110, the prototype vehicle - codenamed 'Mission 1' is powered by a 430bhp 6.3-litre GM LS3 V8.



SEAT LEON TURNS RAKISH SUV

Seat has shown off a seven-seat SUV concept car called the 20V20 at Geneva. The concept is a rakish five-door Range Rover Evoque-style SUV that previews a production model based on the Leon. See pictures and details at autocar.co.uk.





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Official fuel consumption for the Volvo V40 T2 R-Design (manual) in MPG (I/100km): Urban 41.5 (6.8), Extra Urban 62.8 (4.5), Combined 53.3 (5.3). CO₂ Emissions 124g/km. MPG figures are obtained from laboratory testing intended for comparisons between vehicles and may not reflect real driving results. Finance subject to status, Retail sales only. Subject to availability at participating dealers only on vehicles registered by 31st March 2015. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle. (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to the condition or mileage of the vehicle. Terms and conditions apply. Applicants must be 18 or over. Guarantee/Indemnity may be required. Volvo Car Credit RH1 1SR. You will not own the vehicle until all payments are made. The service offer is only applicable when purchasing on Volvo Advantage Personal Contract Purchase on vehicles ordered between 1st January 2015 and 31st March 2015, Services must be carried out at a Volvo Authorised Repairer, Retail offer only, Excludes fleet operators and business users, See volvocars.co.uk for full terms and conditions.



orsche has equipped its new 911 GT3 RS with a 4.0-litre version of its naturally aspirated sixcylinder boxer engine boasting the same 493bhp as the similarly configured unit used



by its predecessor, but with an additional 15lb ft at 384lb ft.

Unveiled at the Geneva show prior to going on sale in the UK in May at a price of £131,296, the pared-down road racer is based on the latest 911 GT3.

The GT3 RS is clothed in a modified aluminium body borrowed from the 911 Turbo. In order to save weight and lower the centre of gravity, it has a new magnesium roof structure and a bonnet and engine lid fashioned from carbonfibre-reinforced plastic.

The bonnet and roof each feature a 30cm-wide indent down their centre line in a

look reminiscent of that seen on earlier air-cooled 911s. The engine lid has additional cooling elements and an integrated ducktail-style spoiler aimed at increasing downforce at speed.

The aerodynamic package also includes a prominent splitter element, modified front wings with integrated air ducts to lower the pressure in the wheel house and reduce front axle lift, and a large, adjustable rear wing.

Despite the adoption of the wider 911 Turbo's bodyshell, the 911 GT3 RS's kerb weight of 1420kg - 10kg under that of the standard 911 GT3 - endows it with a power-to-weight ratio of 347bhp per tonne. This gives it a claimed 0-62mph time of 3.3sec – 0.6sec faster than the old 911 GT3 RS – and a 0-124mph time of 10.9sec

Top speed varies according to the amount of downforce dialled into the rear wing, although Porsche officials suggest it will crack 200mph in low-downforce guise.

Details of the extent of the changes made to the 4.0-litre engine used by 911 GT3 RS remain under wraps, although its 493bhp and 384lb ft are 25bhp and 60lb ft more

than that produced by the 3.8-litre powerplant found in its standard sibling, making it the most powerful naturally aspirated engine yet to be fitted to a road-going version of the iconic 911.

Drive is sent to the rear wheels through a reworked seven-speed dual-clutch automatic gearbox and fully variable locking differential with an integrated torque vectoring function.

Porsche claims the new 911 GT3 RS is capable of lapping the Nürburgring in just 7min 20sec. **GREG KABLE**

Geneva concept previews Infiniti QX30 crossover



Infiniti's show concept closely resembles the production QX30

INFINITI HAS SHED more light on its QX30 compact crossover, which has been revealed in thinly veiled concept form at the Geneva motor show.

The Audi Q3 rival uses a 2.0-litre turbocharged petrol engine, with drive sent to the rear wheels through a sevenspeed automatic transmission. A Haldex-based all-wheel drive system is also available.

The engine is understood to

be one of a new generation of powertrains that will feature in Infinitis in the next two years.

The five-door concept sits on 21in wheels and features rugged styling, including a metal skid plate, an aluminiumtrimmed bumper and carbonfibre cladding around the lower edges. The cabin has brown leather trim and a large central multimedia screen.

Measuring 4430mm long,

1815mm wide and 1520mm high, the QX30 concept offers 192mm of ground clearance.

Infiniti's European boss, François Goupil de Bouille, said: "Fifty per cent of premium car sales in the EU are in the C-segment. The [European premium] market is not an open door, so we have to offer something different."

The QX30 is expected to make production in 2016.

QUANTINO GOES WITH THE FLOW

NanoFlowcell has shown off a 2+2 electric coupé at Geneva. The Quantino uses flow cell battery technology to power four 25kW electric motors, giving a total of 136bhp. A top speed of 124mph and a range of more than 620 miles are claimed.



SUV JOINS QOROS FAMILY

Qoros has given its third model, the 3 City SUV, its European debut at Geneva. It's based on the Chinese firm's 3 hatchback but features larger wheels, more ground clearance and more rugged styling. No European launch date has been set.





he Morgan Aero 8 sports car has made a comeback at the Geneva motor show. Complete with an updated chassis and suspension system and a new look inside and out, it has become the famous British sport car firm's most high-tech model yet.

The two-seat Aero 8 will replace the Aero Coupé and Aero Supersports in the Morgan range. Production will start in October this year. The Plus 8 will still be offered, but

Morgan expects most potential Plus 8 buyers to migrate to the Aero 8. A production run of 300-350 units is planned over a two-year period.

Morgan boss Steve Morris said the firm "changed everything it possibly could" on the Aero 8 when bringing it back to "maintain the essence of the Aero" and to "fill an obvious gap that's missing in our range".

The chassis has been made significantly stiffer and a

completely new suspension is fitted. The previous inboard suspension system has been ditched in favour of an outboard double wishbone set-up at each corner and anti-roll bars. Much more predictable and engaging handling is promised as a result, along with improved body control and low-speed ride and flatter cornering.

Although the front-end design of the Aero 8 is similar, the look from the doors

backwards is completely new. The most significant part of design chief John Wells' work on the Aero 8 is the way the fabric roof folds completely out of sight behind the two seats, a Morgan first.

A removable hard-top
'fighter cockpit'-style roof
cover is also offered for
the Aero 8, Morgan having
worked hard to properly
integrate it into the design
from the outset rather than
retrospectively. This offers

significant headroom despite its sleek looks.

The interior includes a new dashboard with toggle switches. One option for it is an infotainment system that can be specified to include features such as sat-nav, connectivity apps and a reversing camera. The steering wheel, instrument binnacle and centre tunnel are also new and there is increased stowage inside the cabin, as well as a larger boot.

The BMW-sourced 362bhp

ROLLS-ROYCE SHOWCASES BESPOKE PHANTOM

Rolls-Royce has created a one-off Phantom interior for the Geneva show to highlight the work of its bespoke design department.

The Phantom Serenity has an oriental theme and is inspired by the "amazing interiors of the elite Rolls-Royces of the early 1900s", according to director of design Giles Taylor.

The cabin features China-sourced hand-woven silk adorned with hand-painted crimson blossoms. In addition to the silk upholstery, the Phantom's interior has rare smoked cherrywood, mother of pearl, bamboo cross-banding and white leather. The bespoke paint is the most expensive one-off paint yet developed by the firm. It's applied in a three-stage pearl effect and hand-polished for 12 hours.

Rolls-Royce says 85% of customer cars are now commissioned with some level of bespoke content.



LAST NEW VEYRON NOW SOLD

The final Bugatti Veyron has been sold, bringing to an end a 10-year production run that totals 450 models. The ultimate Veyron is a special 'La Finale' car that has been shown at the Geneva motor show alongside the first Veyron chassis.



VW REVEALS NEW TOURAN

The wraps have come off the new Volkswagen Touran MPV. Now built around VW's MQB platform, the Touran falls into line with the look of other recent VWs and gets a new interior. It will be available to order in the summer.







4.8-litre V8 from the rest of the Aero range is carried over to the Aero 8 and is offered with a choice of sixspeed manual or automatic gearboxes. However, the engine mapping and power delivery are revised for the Aero 8. Morgan has again turned to BMW to source a mechanical limited-slip differential for the car.

Other changes to the Aero 8 include, Morgan says, better build quality, improved

passenger comfort, a more slippery aerodynamic profile following wind tunnel work and computer simulations, greater refinement, reduced wind noise and improved protection from water leaks, thanks to new doors and seals. It's also lighter than the other Aero models and is expected to come in at just over 1000kg

In standard form, the Aero 8 will cost about £80,000. **MARK TISSHAW**



New 40g/km SUV

MITSUBISHI'S XR-PHEV II concept car, unveiled at Geneva, points towards a future performance crossover that would sit below the Outlander PHEV.

The XR-PHEV II is 4.49 metres long, 1.89m wide and 1.62m high. Mitsubishi says the two-wheel-drive concept is powered by a plug-in hybrid powertrain

designed for front-engined. front-wheel-drive models and will come with a "high-output" electric motor offering a "low environmental impact, dynamic agility and athletic design".

The updated plug-in hybrid system emits 40g/km of CO2 and produces 160bhp.

Tester's Notes

Matt Prior



recisely as I write, the votes for 2015 European Car of the Year are being read out at the Geneva motor show and... wait for it, the Volkswagen Passat has been announced as the winner.

I'm slightly surprised, especially by the margin of victory, but not disappointed; the Passat took most votes from me. But I had expected the Citroën C4 Cactus to win, because at least it's an interesting car.

The voting, then. All judges have to apportion 25 points across the seven shortlisted cars and must give some points to at least five. They can't name an equal winner and can award no more than 10 points to any car.

This scoring system couldn't be more committee-like if it tried, so it's no wonder that, in past years, cars (like the BMW i3 or Tesla Model S) that some judges think are brilliant yet others think are not give way for a car everyone thinks is 'fine'.

The Passat is the only car here that, without hesitation, I'd place at the top of its segment

In ascending order of points, this is how my scores went. (You're able to view all judges' points and comments online.)

I gave the Ford Mondeo and Mercedes-Benz C-Class a point each. The Ford is satisfying to drive, but there's no overlooking just how far off the pace of Europe's best its interior feels, especially given how much time Mondeo drivers will spend inside one. The C-Class almost manages to be the opposite, combining a near class-leading cabin with some of the most

mediocre dynamics in the class.

I gave both the Nissan Qashqai and the BMW 2 Series Active Tourer three points. The Qashqai is good at everything it does. It's well designed, drives well enough and seats occupants in sufficient comfort, but for me it doesn't reach 'outstanding' in any key area.

It would have been ironic if the only BMW to win Car of the Year had been the least interesting BMW launched in a generation. But the Active Tourer is designed to do entirely conventional things and does them well, with a reasonably sophisticated driving experience and cabin feel.

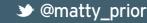
Despite the Renault Twingo's failings, it won four marks from me for the innovative idea that gives it its sweet design and some pleasing driving characteristics. I wish it were better, but at least I care about it.

The C4 Cactus also takes advantage of the fact that none of its rivals is outstanding, so I gave it five marks, mostly for the fact that it is an interesting and likeable car, even though it, too, could be a better one.

Which leaves the Passat, which won most points from me (eight) not because it's interesting but because it's the only car here that, without hesitation, I'd place at the top of its market segment. Ultimately, I think a winner ought to do at least that - and I wasn't alone.



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A Week In Cars

Steve Cropley



SATURDAY/SUNDAY

Every time you take a decent drive in an F-Type Jag, you turn a fresh page in its book of superb qualities. Driving Autocar's V8 this weekend, I kept noticing how brilliantly it balances day-to-day usability with engine/steering/brake responses that make you feel you could drive straight to Le Mans and win. It's hard at first to tame an abiding sense of awe (is this really me, sitting on top of 550bhp?), but the car soon becomes so easy to place, so supremely obedient, that you realise any driver of reasonable skill can drive it well.

The problem becomes how others treat you, which is for the most part well. The F-Type has star quality far beyond its rarity or price. People crowd it. When it's parked, they want to be photographed with it. On a motorway, they speed up to take a closer look, or slow down so you'll pass. The odd idiot wants to race you. The odd simple-minded van driver tries to impede your progress, your punishment for being able to afford such a car. Staying calm in such unfamiliar circumstances is a skill you need to acquire, but it's a small price to pay.

It doesn't make our podium of small favourites, but I've got a thing for the Renault Twingo

MONDAY

Not often you see a motoring executive walk deliberately into a revolving door, but in my opinion Sarah Sillars, new chief executive of the Institute of Advanced Motorists, did just that when – according to The Times – she described today's cars as "85mph lounge

rooms" and said that, following the rise of aids such as ABS, parking sensors and chassis stability controls, cars were "almost too safe... in relation to people's expectations that they won't get hurt". Sillars was, admittedly, peddling the IAM's view that drivers of all levels of experience need the benefit of extra driving tuition. It's true, too, so perhaps she should be allowed some slack. But even to think the words 'too safe' when six people a day still get killed on British roads strikes me as barmy.

WEDNESDAY

Rolls-Royce's keenness to emphasise its pedigree as a maker of utility vehicles gets a boost today from leading UK engineering chief Nick Fell, who first came to prominence 25 years ago as head of BL's MG F project. Out of the blue, Fell sent us a heart-warming 1963 picture of himself (above, on left) posing in the New Forest with his family beside the 1932 Rolls 20/25 Shooting Brake that was their only car at the time. "The Rolls used to take us on our annual summer excursion from Aberdeen to Hampshire," he says, "a daunting journey even now. I'm sure it had a role in spawning my lifelong passion for

maker of utility cars

THURSDAY

Talking MG Fs, our man Nigel Donnelly has just bought a roadable example for £500. Values are low because there are lots about and they are considered a bit complicated to be embraced by the home hobbyist. Still, our colleagues at

automotive engineering."

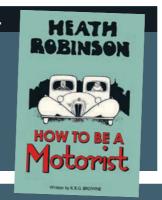
Classic & Sports Car note that they're starting to bob up in MG specialists' premises, simply because their owners love them. Redemption is coming.

FRIDAY

It doesn't make the podium in our list of small favourites, but I've got a thing for the new Renault Twingo, mostly because of its rear-engined layout, which puts the noise source an extra yard and an extra bulkhead away. Its 54% rear weight distribution does affect the steering (very light), the ride (never nose-heavy) and the handling (understeer tamed by ESP), though. Used our 69bhp mid-spec long-termer for a London-Beaulieu sprint today, but returned mollified by the thought of the extra poke and less wheel-winding available in top-end Twingos. Must give one of those a go.

And another thing...

You won't find a more uplifting £10 book than How to be a Motorist, by Heath Robinson, first published in 1939 and reprinted again today. It banishes the complexity of car ownership, leaving just the joy.



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27.2.15, Stuttgart Stylish compact estate gets the same potent AWD powertrain as the A45

ercedes-Benz proved that estates needn't be boxy two years ago with the CLS Shooting Brake. This smaller CLA Shooting Brake offers all of the same style but at a lower price.

Underneath the sculpted bonnet sits the same 355bhp turbocharged 2.0-litre petrol engine and seven-speed automatic gearbox you'll find in both the A45 and CLA45 AMG models. On paper, 62mph from standstill arrives in 4.7sec, which, despite the Shooting Brake's extra 30kg of weight, is the same as the CLA45 saloon's time and only fractionally slower than the A45.

Dogs have more reason to be worried, because behind the rear seats is a bigger 495-litre boot that can be increased 100 litres by adjusting the rear seats to a more upright 'cargo' position. Folding down those same seats increases it further still to 1354 litres.

For now, this turbocharged 2.0-litre engine is the most powerful

of its type in the world and is the car's dominant feature. It loves to be pushed hard and suffers very little lag if asked to accelerate without a downchange. The reward for venturing near the redline is sharp cracks from the exhaust on upshifts.

The seven-speed automatic gearbox itself is less snappy. Left in its most laid-back Comfort mode, manual changes aren't quite as sharp. Swapping the driving mode to Sport sorts this out, while helping to make the throttle that little bit more responsive.

The steering feels good across the board, with a natural weight around the straight-ahead and a consistent build-up of weight off it. There's little feedback, as is the case with most electrically assisted systems, but it's one of the better systems available.

The ballistic engine and impressive steering are matched by a competent all-wheel drive system. It provides 100% of power to the front wheels most of the time but,

once they start to struggle, sends up to 50% to the rears. Selecting Sport hastens this transfer.

In truth, this isn't a very playful chassis, mainly because the rear bias never exceeds the front. However, even though AMG softens off its estates compared with their saloon or coupé equivalents, the way this Shooting Brake corners is brilliant.

The 2.0-litre engine is the most powerful of its type and is the CLA45 AMG's dominant feature







AMG enhancements to dashboard include sports steering wheel, red detailing and Alcantara trim, but lower-order console plastic spoils it





Spacious front cabin means occupants get a better deal than those in cramped rear; Shooting Brake is easily £1000 better looking than saloon

Grip is huge and the car accelerates hard out of corners with confidence.

Even the ride is impressive – certainly better than that of non-AMG CLA Shooting Brakes. The dampers do a good job of smoothing out rutted roads, while the body remains as composed vertically as it does laterally during brisk cornering.

Despite being improved, rear

cabin space is still tight. Adults will find their knees against the front backrests and their heads brushing the ceiling; tall ones will just feel uncomfortable. The sloping rear window line makes it feel claustrophobic, too.

On paper, the boot is as big as an Audi A4 Avant's or BMW 3 Series Touring's but, in reality, its narrow opening, large lip and shallow space are nowhere near as practical.

In the front of the cabin, the AMG sports steering wheel and splashes of Alcantara are pleasing, even if sections of the centre console are made from the same scratchy plastic as models lower down the range. Space and seat and wheel adjustment will suit most sizes.

As long as you're not in search of markedly improved space and practicality, you're likely to be hugely impressed by the CLA45 Shooting Brake. It handles with 99% of the urgency and composure of the saloon and hatchback variants, and feels as fast in a straight line.

It's also the best looking of the three, so the extra £1000 it costs compared with the four-door version pales into insignificance. Given the choice, we'd save nearly £5000 and go for the A45 hatch, but the Shooting Brake's capability and desirability are hard to ignore.

RORY WHITE



MERCEDES-BENZ CLA45 AMG SHOOTING BRAKE

As desirable and fast as compact estates get, although it's a lot of money for not a great deal of space



Price	£43,120
Engine	4 cyls, 1991cc, turbo, petrol
Power	355bhp at 6000rpm
Torque	332lb ft at 2250-5000rpm
Gearbox	7-spd automatic
Kerb weight	1615kg
Top speed	155mph
0-62mph	4.7sec
Economy	39.8mpg (combined)
CO ₂ /tax band	161g/km, 27%

Load bay isn't the most practical; it's relatively shallow and the aperture is narrow



he supermini SUV market has gone from conception to remarkably complex maturity in just five years. In the beginning, there was the Nissan Juke and, before the end of 2010, the Mini Countryman and Dacia Duster. Two years later came the Vauxhall Mokka, Peugeot 2008 and Renault Captur. Last year the Citroën C4 Cactus bobbed up endearingly, and in 2015 there are new runners expected from Honda, Mazda, Fiat, Jeep and Ssangyong. Oh, and the Volkswagen Taigun is being readied for 2016.

If nothing else, it's unquestionable proof that little crossovers are suddenly big business, and longtime UK car market leader Ford can ill-afford to be without a good, strong horse in the race. Last year's Ecosport, you may remember, was neither good nor strong. Our two-and-a-half-star road test verdict caused a bit of a stir within the Blue Oval's corridors of power and Ford

was quick to announce a thorough re-engineering programme for European versions. And we've just driven the result.

Most obviously, the Ecosport's ugly, arcane tailgate-mounted spare wheel has been junked, making the car look instantly more appealing. The addition of privacy glass is the only other exterior styling update, but if the car seems a bit less precarious on its wheels, it may be because the chassis update started with a 10mm drop in ride height.

That suspension overhaul also included better tyres, firmer springs and spring aids, new dampers and a new torsion beam for the rear axle. A more direct steering gear has been fitted, and both the power steering and ESP software have been retuned. Twenty individual steps were taken to improve suspension and engine refinement, and friction has been taken out of the transmission.

There has been a wide-ranging effort to improve cabin quality

and equipment, including a colour Sync multimedia set-up, new fascia plastics, a new headlining, new seats and better-looking trim and switchgear. The changes are being phased into production in groups over the coming months, but by September all of them should be present and correct in UK cars. They don't make for a miraculous

transformation, but they do make the Ecosport more competitive next to some fairly sophisticated European-built rivals. More important, they make it ride and handle like a Ford.

Whereas the old Ecosport had a conspicuous lack of grip, a noisy ride, limp and fragile handling and fairly crude mechanical refinement, the updated one feels firmly suspended,







This test car's interior isn't fully representative of the final production version, but perceived quality has improved and there's more equipment





The twin-cowl arrangement for the speedo and rev counter has hints of motorbike about it and the fascia plastics, like the seat fabrics, are new

quite closely controlled over bumps, much more directionally responsive and much more secure in its adhesion to the road. There's enough grip here now that the ESP light flicks on only in response to real provocation, and enough accuracy to the steering and body control to make the car feel quite spry. The handling isn't as fluent as a Fiesta's and the suspension can still feel a bit clunky at times, but the Ecosport is now better than some of its rivals.

The updates to the interior are less convincing, although our test car was a prototype and not quite representative of production cars. The new seat fabrics and fascia plastics add some richness but still leave the car in a relatively

ordinary place for perceived quality. Cabin space is decent and noise isolation is improved, although you still hear plenty of wind rustle around the seals of that big tailgate at motorway speeds. Otherwise, refinement will depend greatly on which engine you choose. Smooth at low speeds and keen to rev, the 1.0-litre turbo triple in our test car remains a brilliant advert for petrol power, but the manners of the car's new 1.5-litre turbodiesel will need to show a big improvement in order to hit the class standard.

Expect to read a more thorough examination of the Ecosport in its finished form, and a proper back-to-back comparison once the car's befuddling competitor set is complete – if only so you can be sure which of these new-groove super-superminis most deserves your money. This Ford won't start as favourite, granted, but its odds are now much shorter than they were.

MATT SAUNDERS



FORD ECOSPORT 1.OT TITANIUM

Sharper handling, more refined and better looking. Some rough edges, but good enough to be a contender



Price	£16,500 (est)
Engine	3 cyls, 999cc,
	turbo, petrol
Power	123bhp at 6000rpm
Torque	126lb ft at 1400rpm
Gearbox	5-spd manual
Kerb weight	1350kg
Top speed	112mph
0-62mph	12.7sec
Economy	53.3mpg (combined)
CO ₂ /tax band	125g/km, 20%

The new model gains rear privacy glass and loses the tailgate-mounted spare wheel



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he Tesla Model S has already wowed us in conventional form – if the rear-wheel-drive, electric family hatchback could ever be called conventional. The Model S has been available so far in two guises: the regular 85, with 376bhp and a range of 310 miles, and the more modest 60, which has a smaller battery and a 240-mile range.

The P85D is something else altogether. Instead of a single electric motor driving the rear wheels, it gets one on each axle. The rear motor gets Tesla's Performance designation (the 'P' in the name), raising it to 464bhp. With the front wheels offering an additional 218bhp, you end up with outputs of 682bhp and 687lb ft.

Top speed is a run-of-the-mill 155mph, but 0-60mph is said to take just 3.2sec – the same as Autocar's benchmark for the Ferrari 458 Speciale. It makes the P85D look like a bargain, especially given that free access to Supercharging – Tesla's expanding network of quick charging points – is included.

Tesla says the car can utilise two motors more effectively than one, so there's even a modest gain in range over the old P85. It's now 300 miles, just 10 miles shy of the regular 85.

To activate the P85D's full potential, you press a button on the touchscreen marked (and I'm serious about this) 'Insane'. And that's how it feels. Our test track was a mixture of cold asphalt and coarse gravel, but the P85D still delivered acceleration that would be difficult for anything else to match in the same conditions.

What's missing, of course, is any sort of soundtrack. There's none of the sense of occasion that you get with a 458 or a hard-worked AMG V8. Instead, you hear a distant whoosh accompanied by – oddest of all – the sound of the tyres grabbing hold of the surface beneath them.

Once you're moving, you need to be well beyond the UK speed limit

before you detect any reduction in the car's ability to gain momentum.

Try to carry too much speed into a corner and the P85D will simply understeer; behave yourself and the nose tucks in with more conviction than it does on the 85. Regardless of how hard you're pushing, it stays admirably flat in corners, and there was enough compliance to dial out the worst road surface imperfections on Tesla's Norwegian test route.

However, regardless of the P85D's ability to thrill every time the traffic lights go green, this is not a car that makes you feel truly connected to what the tyres are doing, and the large alloy wheels still create a fair amount of road roar once you're above 40mph. It's by no means noisy aboard the P85D, but nor is it as silent as you may expect a fully electric vehicle to be.

The cabin remains a clever bit of packaging, with room for five adults and a further two children

in rear-facing seats in the boot. The luggage capacity is still enormous, with space under the bonnet and in the traditional boot totalling almost 1800 litres. The finish is of a remarkably high standard compared with any other American car, but some elements are half a notch behind the best European execs.

If you're in the market for a Model S, it'll be hard to resist the performance and all-weather ability of the P85D. You're paying a fair old whack over the regular 85, though. Many will look at the raw figures, do the maths and, with a tinge of regret, allow head to overrule heart. Those who don't will be picking one of the most remarkable production cars on sale today.

JOHN McILROY

TESLA MODEL S P85D

A family car with supercar acceleration – and the rest of the package is as strong as ever

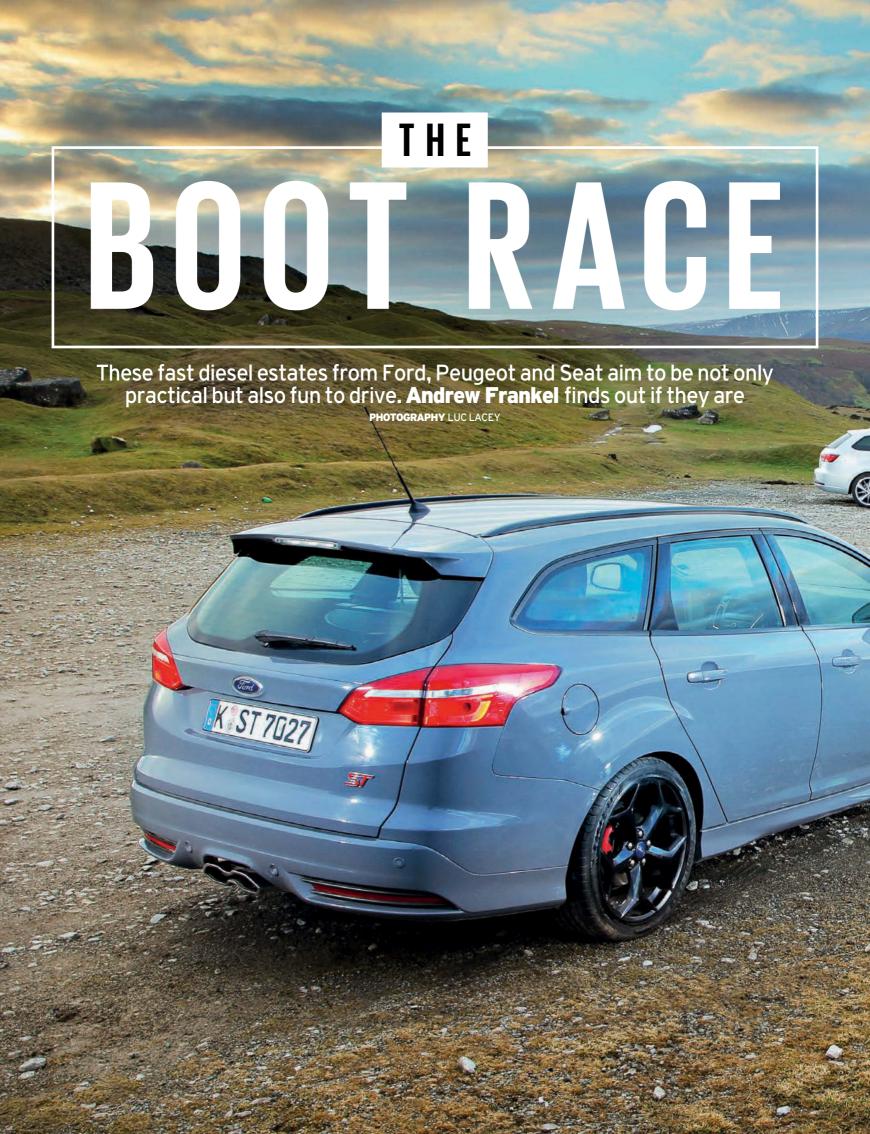


Price	£79,080 (after gov't grant)
Engine	Two electric motors
Power	682bhp
Torque	687lb ft
Gearbox	Single-speed, direct drive
Kerb weight	2238kg
Top speed	155mph
0-60mph	3.2sec
Range	300 miles
CO ₂ /tax band	0g/km, 0%





The Tesla's roomy, well-packaged cabin is finished to a high standard; all-wheel drive brings surefootedness in tricky conditions







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back and the more even weight distribution that results, you could argue that a front-wheel-drive station wagon provides a better basis for a properly balanced performance car than a hatchback. The only issue is that the real-world potential of such cars has been stymied by their thirst.

Until now. The three highperformance diesel estates we've gathered here claim to let you not only have your cake and eat it but also avoid being sick shortly thereafter.

Their essential proposition is to blend large-car carrying capacity and shopping car fuel consumption with properly sporting performance and handling at a price that undercuts the cheapest, most miserably powered and equipped BMW 316d Touring. It's a neat trick and one that makes them crossovers of real value, in contrast to those models to which the term is often so thoughtlessly applied.

FORD'S FIRST FAST DIESEL. **NEVER BEFORE** HAS ONE BEEN **ACCORDED AN** ST BADGE

The most expensive of this trio, partly because it is available only with an automatic gearbox, is the Peugeot 308 SW GT HDi 180. If the firm's recent product renaissance is a reliable guide, it should fight hard for victory here, even at a premiumsounding £26,845.

Seat takes the alternative approach with its Leon ST FR 2.0 TDI. At £23,815, it undercuts the

Peugeot by more than £3000 yet, on paper at least, offers convincingly better performance. Based on the VW Group's all-conquering MQB platform and, crucially, equipped with the sophisticated multi-link rear suspension denied to cheaper Leons in the range, it fights on a front stiffened by VW-derived engineering integrity at a conspicuously attractive price. More for less, in other words.

Into the disputed territory between the two wades the new Ford Focus ST TDCi. It's a significant moment because, while it's not Ford's first fast diesel, never before has one been accorded an ST badge, nor been marketed as an overtly sporting product. In most popular ST-2 guise, the Focus is priced between its rivals, with claimed performance and fuel consumption also apparently occupying the centre ground. However, we've come to expect more from a Ford ST than the figures suggest, although time alone will tell

whether even Ford can sprinkle its usual stardust on underpinnings as apparently prosaic as a diesel estate's.

The first surprise is that the Peugeot makes the early running. The Leon looks clean and the Focus quite cool in a perhaps rather obvious way, but the 308 alone seems to have a visual class and quality that does more than justify its price. While the inside of the Leon is constructed and arranged with typical VW fluency and order, there's neither surprise nor delight in here. It's functional and effective but austere, too.

The Focus suffers for different reasons. The driving environment is now more cohesive than in the past, but the way information is presented is both the least attractive and intuitive of the three. In contrast, the 308's cabin looks like it could be a concept for a new interior language from Audi. It combines minimalist design with the most expertly chosen materials to visit this kind of car.







Focus's fascia may have been improved, but it still isn't intuitive to use; 308 scores highly for quality of materials but not its high-set dials; Leon seems austere in comparison



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← I do not and will not ever like the valueless idea of locating the dials higher than the steering wheel, but the 308's cabin is a great place in which to sit and soak up the miles.

These cars represent so much more than mere transport, however – or at least they are meant to. The Seat is statistically fastest, although it doesn't feel that way. Like its rivals, power comes from a 2.0-litre diesel engine, but while particular care seems to have been taken with the Ford and Peugeot joint-venture engine to distance it from its diesel roots, the VW-designed motor in the Seat seems proud to celebrate it.

That distinct diesel rattle never entirely disappears, even on part-throttle at a gentle cruise. It has the broadest power range of the trio, with torque building strongly from just 1500rpm, but it'll never convince you that it's more than a device for doing a job to a respectable standard, even if it does have marginally the

STATISTICALLY
FASTEST,
ALTHOUGH IT
DOESN'T FEEL
THAT WAY. IT
ALSO HAS THE
BEST RIDE

more pleasurable gearbox of the two manual cars.

The Ford and Peugeot are different. Their engine notes are far more synthesised, the Peugeot hilariously so in Sport mode, where its noise becomes so artificial as to descend into deep self-parody. However, at least neither is grating to listen to. Indeed, the Ford's sound is engaging in a way you'd not expect

of a four-cylinder diesel, however much its voice was trained in a semianechoic chamber.

Of the two, the Ford feels faster, even though it probably isn't. Its throttle map is sharper than the 308's even when the latter is in Sport, while the Peugeot's six-speed automatic gearbox inevitably introduces some slack into the driveline.

However, perhaps the bigger point here is that all three do just about enough to stand up to their sporting credentials. None is going to set your world alight, but all operate close to the bounds of expectation.

Try to really enjoy driving them, though, and great chasms are rent between them. The Seat really isn't any fun to drive at all. It's quick and capable across country and seems to suffer not at all for its estate body; you could argue that its single biggest error is a slightly over-assisted brake pedal. Even so, there is no joy here, no anticipation of an interesting

journey. Few cars have less steering feel – even fewer if you only consider those with sporting pretentions – so you'll never feel involved beyond the level of mere operator.

The 308 flatters to deceive, and that's if you forgive the frankly silly steering wheel with its tiny diameter and needlessly thick rim. At gentle efforts there's a meatiness to the steering you'll not find in the Seat. It even seems superficially agile, at least until you give it some proper work to do, at which point its composure simply crumbles. Peugeot is one of the very few manufacturers to persist with a torsion beam rear axle in a car of this class and cost, and the short-sightedness of such a cost-cutting philosophy becomes apparent on any decent road tackled with even modest enthusiasm.

What it lacks most is body control, manifested in a degree of float and wallow that's always undesirable, if not ever quite disconcerting. →







MIGHT ALSO WANT TO TAKE IT ON AN EARLY-MORNING DRIVE

←There's an absence, too, of that sophistication required to dispatch with ease combination challenges such as being asked to turn across the crest of a hill. It is hard to imagine an owner electing to drive his 308 SW GT purely for fun.

Not so, the Focus. Indeed, and in one regard at least, it's a betterhandling car than the revered petrol Focus ST, because some of that car's extreme on-limit exuberance

would simply not recognise and a willingness to change direction that's at least equally anathema to the Seat. Here is a fast diesel estate that's delighted to tune its attitude through a corner according to the way your right foot doles out the power.

Partly, however, this has been achieved by choosing far firmer suspension settings than those used on the Seat and Peugeot. You notice them not only in its firmer ride quality but also its traction in the wet, or lack thereof. The Focus is not an uncomfortable car and its primary body control is clearly the best, but a little more secondary absorption would be welcome, too.

The Seat is the best-riding car here, by some margin. It has enough suppleness in its springs to breathe over the road surface, yet

already noted, not only does the 308 struggle to maintain its ride height, but it also picks up everyday imperfections that would have been sponged into oblivion by the Seat. It's easy to look at that pound shop rear suspension as the culprit, but we see no more plausible explanation.

So which should you and your family travel in? Unless load capacity is key, in which case the uncommonly commodious Peugeot is the only option, the choice is between the Ford and the Seat. We'd opt for the latter, even though its engine noise is a mild impediment to long-distance refinement. The rear compartment of the 308 is disappointing, offering neither the leg nor head room of either rival and the most poorly shaped back seats. The Ford's thick Recaro seats mean the Leon has a







Ford Focus ST-2 TDCi Estate Seat Leon FR 2.0 TDI Estate Peugeot 308 SW GT BlueHDi 180 **RATING** **** **** *** £24.795 £23.815 £26.845 Price 0-62mph 8.3sec 7.8sec 8.6sec Top speed 135mph 142mph 135mph 65.7mpg (combined) 68.9mpg (combined) Economy 67.3mpg (combined) CO₂/tax band 110g/km, 18% 112g/km, 18% 107g/km, 17% Kerb weight 1488kg 1415kg 1425kg 4 cyls, 1997cc, 4 cyls, 1968cc, 4 cyls, 1997cc, **Engine layout** turbodiesel turbodiesel turbodiesel Installation Front, transverse, FWD Front. transverse, FWD Front. transverse, FWD 182bhp at 3500rpm 181bhp at 4000rpm 177bhp at 3750rpm 295lb ft at 2000rpm 280lb ft at 1750rpm 295lb ft at 2000rpm Torque Power to weight 126bhp per tonne 128bhp per tonne 124bhp per tonne 89bhp per litre **Specific output** 92bhp per litre 91bhp per litre **Compression ratio** 16.7:1 15.7:1 16.7:1 Gearbox 6-spd manual 6-spd manual 6-spd automatic 4585mm Length 4563mm 4543mm Width 1863mm 1823mm 1816mm 1461mm Height 1486mm 1439mm Wheelbase 2648mm 2631mm 2730mm Fuel tank 62 litres 50 litres 53 litres 780 miles 615 miles 680 miles Range **Boot** 476/1502 litres 587/1470 litres 610/1660 litres **Front suspension** MacPherson struts, coil MacPherson struts, coil MacPherson struts, coil springs, anti-roll bar springs, anti-roll bar springs, anti-roll bar **Rear suspension** Multi-link rear axle, coil Multi-link rear axle, coil Torsion beam rear axle, springs, anti-roll bar springs, anti-roll bar coil springs Brakes 320mm vented discs 312mm vented discs (f), 330mm vented discs (f), 271mm discs (r) 272mm discs (r) (f), 290mm discs (r) Wheels 8.5J x18in 8J x17in 8J x18in 235/40 R18 225/45 WR17 225/40 R18 **Tvres**

fraction more rear leg room, but if you are after the car that will best support those in the front in all conditions, it is the Focus to which you should turn.

Should that earn it the win here? Not on its own, but when coupled with its excellent engine and brilliant chassis, the combination is enough to earn the Ford a comfortable victory. The point is that it's good enough at all the humdrum stuff to absolutely punch its weight in the showroom, yet it is also the one car here you might find yourself taking for an early-morning drive.

Possibly the more interesting question, though, is which car should come second. It's an interesting one, because some readers might by now assume that any car based on an MQB platform, fitted with the correct rear suspension, would be either the one to beat or, at the very least, the safe runner-up.

In fact, the Peugeot runs the Ford close, not just because it has a bigger load bay and a better engine but also because its interior quality smacks of real boundary-breaking progress. In this respect, the Seat remains as happy as ever to take whatever recipe is handed down by VW, unmodified by little more than a stir of the corporate soup. It's lucky for Seat, then, that its raw material is so inherently capable and luckier still that the Peugeot is so let down by its chassis both in terms of its ride and handling.

So, I'll give second spot to the Leon, with the 308 a flawed but honourable third. In truth, neither was ever going to trouble the Focus ST. That car is the first truly enjoyable and affordable diesel-powered estate and, although it will never be given the credit for it, perhaps the most capable crossover of them all.





obias Moers is the boss. And because Tobias Moers is the boss, the new Mercedes-AMG C63 has a standard limited-slip differential and a gearbox that does precisely what you tell it to, when you tell it to.

And those details are important. Not because they're world changing by themselves, but because of what they represent: a clear sign that in Moers, who has worked for AMG for 21 years, AMG has the kind of chairman who understands people like us.

Moers says there has been a "change of mindset" since he became AMG chairman in 2013. A mindset that puts drivers in charge.

Previously, a limited-slip differential was a C63 option. One you should have ticked, but an option nonetheless. Moers thinks you should have one on this new car, so he has given you one. Because he can, now that he's the guv'nor. "I took the full risk, business-wise," he says. And, previously, sometimes Mercedes gearboxes wouldn't give you a downshift if giving it would leave you perilously close to the redline in a lower gear. Probably, ultimately, useful if you were about to get back on the power, but frustrating if you were downshifting while braking on a circuit and had to pull the left lever four or five times before a gearshift appeared. Now? You get the shift. "And if I shift down and have to shift up 200rpm later, that's my problem," says Moers.

You ask, then, and you get. Replicate those decisions on details across the whole of the car and you have a belting new super-saloon of the highest order.

Predominantly, mind, the new C63 remains what it always was: Mercedes-Benz's answer to the BMW M3 and Audi RS4. Unlike the BMW, this new version retains a V8 engine, and unlike the Audi, it will always be rear-wheel drive.

AV8 is "at the very top of our customers' wishlist," says Moers, who might be the gaffer but who has not forgotten who pays the bills. Slightly below a V8 on buyers' must-haves list is the "active driving character" you only get from a rear-driven car. So the C63 is that, too.

It also has a new engine, downsized and boosted over the previous-generation car's 6.2-litre naturally aspirated V8. The new motor is taken from the Mercedes-AMG GT sports car and is fairly well squeezed into the C-Class's engine bay. It may have a smaller capacity than the unit it replaces, but there's precious little room around it. Unlike in the GT, here it has a wet rather than a dry sump, but it still has its two turbochargers nestled above the engine, in the vee of the cylinder banks. It is, for all effective purposes, the GT's engine.

And like the GT, there are two flavours: a 469bhp C63, which costs from a whisker under £60,000, and this one, the 503bhp S model,

which is £66,545. We've got the saloon, but you can have either model as an estate, which is quite an appealing proposition and, to my eyes, a better-looking one.

Differences between the two models are slight, beyond the power. Both are coil sprung, on fourlink front and multi-link rear suspension. The standard C63 has a conventional mechanical limited-slip differential and 18in alloy wheels. The S has a differential that brings electronic control to its locking, 19in wheels and slightly larger brakes (390mm at the front, 360mm at the rear). Either is at the top end of the power spectrum for cars of this class, mind. The M3 and RS4 have less than 450bhp apiece and Lexus's RCF coupé has 471bhp. But nothing else touches 500bhp - hence the C63 S's 4.0sec 0-62mph time and top speed limited to 155mph or, optionally, 180mph.

In both outputs, the rest of the car is the same. The nose is longer and has larger intakes than the standard C-Class's, and there's careful sculpting to get air to those turbos, which sit in a particularly warm part of a warm engine bay. The engine's drive goes through a seven-speed MCT gearbox - not a dual-clutch unit but, in effect, an automatic gearbox with a wet clutch rather than a torque converter.

Like all C-Classes, the C63 is a good thing to sit inside. Perceived quality is high, and in the C63 S you also get exceptionally comfortable and >





Drive | Mercedes-AMG C63 S

← supportive seats. So you sit. You get comfortable. You familiarise yourself. And you turn the key.

Lumme.

This is why customers put a V8 at the top of the wishlist, evidently. Turbos tend to make engines quieter, but this is not a motor whose note needs augmenting through the loudspeakers. It sounds like a pure, old-fashioned V8 – and a rather audible one, if you've got the exhaust in the right mode.

There are modes for all kinds of things. Of course there are. Now, I always prefer it when a car knows what it should be and just sticks to it, but I accept that's a difficult thing to do for a supersaloon that is being driven at 50mph to a meeting in Northampton while another one is being drifted around the Yas Marina circuit in Abu Dhabi.

So the car starts in Comfort, unless you turned it offless than four hours ago, in which case it starts in the mode in which you left it. As well as Comfort, that might be Sport, Sport+, Individual or, on the S, Race. Progressively, they give you stiffer settings for the adaptive dampers, heavier





steering, an angrier engine and exhaust response and, ultimately, a slacker ESP system.

On the road, though, Comfort is good. Comfort is... well, not always entirely comfortable, but certainly comfortable enough for an overtly sporting saloon car. Noise levels are sufficiently subdued that they just pique your interest on part-throttle, which is good if you are driving at 50mph to that meeting in Northampton, and the dampers are subdued enough that they won't induce a coffee/shirt interface. This new, far more efficient engine might even approach 30mpg. At times. It's unlikely, though. Despite the promise of 34.5mpg economy on the combined cycle, the trip computer on my test car suggested that I'd managed less than 17mpg.

That's inevitable, sadly, because the real interest comes as you move up through the drive settings – and you'll want do. The spread on all is broad, making the C63 capable of being amiable or frankly ridiculous on a number of levels and, thanks to tuneable settings, not necessarily all at



the same time. So you can retain soft dampers and a loud exhaust, and so on.

On the road, the softest suspension is good for driving up to around three or four-tenths, but on well-surfaced back roads, body control benefits from being a stage further on. In any setting, the C63 steers pretty well, with middling firmness and decent speed from the electrically assisted system.

And throttle response is good for a turbocharged motor. From very low revs, there's a softness to the delivery, inevitably, but the closer you get to the redline, just after 7000rpm, the better the response. On the road, you go beyond anti-social and into illegal well before nudging the limiter becomes something you frequently do – which is why it's important that the C63 makes the right noises and makes you feel good at sensible speeds. This, for my money, it does better than its rivals, riding and steering keenly enough, and with the differential giving a hint of straightening the car's line on the way out of roundabouts.

I'd want some back-to-back time with rivals on a circuit to definitively say the same is true nearer the limit, but my suspicion is that it is. This car is a blast on a track and, if you buy one, please tell me you'll go and find out. There's a touch of understeer, because all road cars should have at least some, but it's easily quelled if you keep some mild pressure on the brake pedal as you turn in.

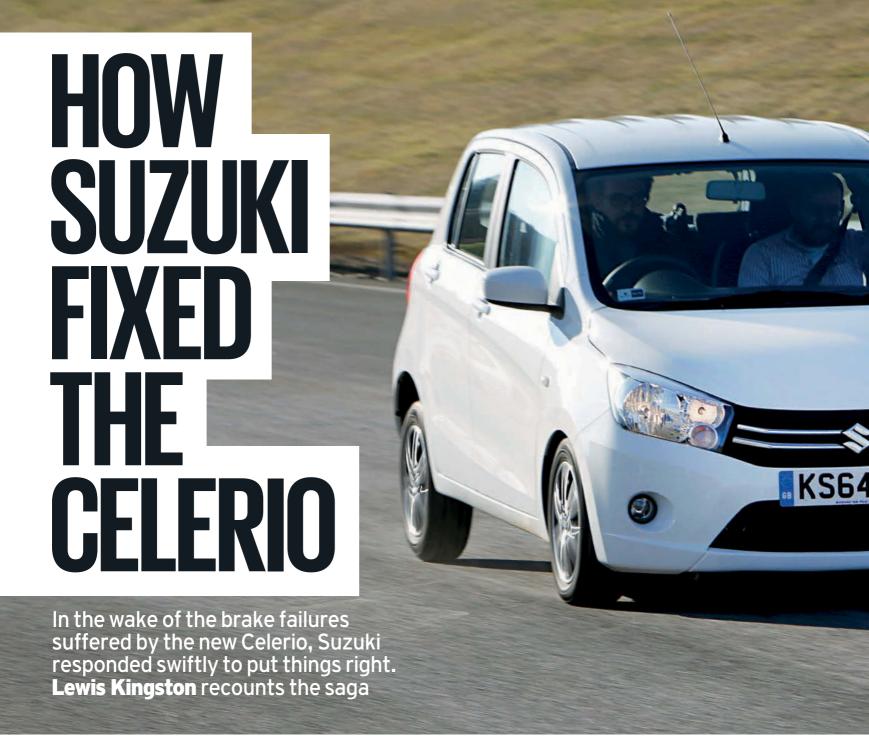
From that point on, the C63 does what front-engined, rear-driven cars with a sensible wheelbase, a limited-slip differential and lots of power do best: it corners with whatever attitude you want. Normal, neutral, or entirely crossed up with the rear tyres on fire. The steering tells you plenty, and the throttle response is quick enough to predictably provoke and maintain a slide. The C63 will even change down gears when you ask it to – although it would benefit from marginally quicker shifts at times, and a more refined creep function when manoeuvring, Still, I'd take that. In fact, I'd take the whole darned lot. Moers knows how to make a car that is as much the boss as he is.



MERCEDES-AMG C63 S

Price	£66,545
Engine	V8, 3982cc, twin-turbo, petrol
Power	503bhp at 5500-6250rpm
Torque	516lb ft at 1750-4500rpm
Gearbox	7-spd automatic
Kerb weight	1655kg
Top speed	155mph (electronically limited)
0-62mph	4.0sec
Economy	34.5mpg
CO2/tax band	1 192a/km. 31%





n Friday 30 January, during Autocar's emergency stop test in controlled circumstances at Millbrook Proving Ground, a new Suzuki Celerio suffered complete brake failure.

This was unheard of. Yes, there had been instances of brake fade or a loss of vacuum assistance following repeated hard stops in Autocar's extensive history of testing. There had even been cases of brake pads catching fire – a result of the intense heat caused by repeated hard stops – but never in our recollection had a car suffered a problem that resulted in a complete absence of stopping power.

Our first action was to inform Suzuki. The car was promptly recovered for inspection and another one was delivered to allow our testing to continue. When the second Celerio suffered exactly the same failure, leaving fellow reviewer Matt Saunders and me sailing unchecked down Millbrook's mile-long straight, the situation escalated.

When we told Suzuki about this second failure, Japanese engineers who had been in the UK the week before for a press event were recalled to inspect the problem. At that time, the first right-hand-drive Celerios were reaching customers and dealers and Suzuki had arranged a sizeable weekend media campaign around its new model.

Although some customers were still able to book test drives in the Celerio over that weekend, by the Monday Suzuki had recalled the 37 cars that had reached buyers in the UK and cancelled all test drives until its investigation was completed.

On 9 February we were back at Millbrook – at Suzuki's behest – in order to test the revisions that had been made to the Celerio. Chief engineer Shigeki Suzuki was present







LEWIS KINGSTON

Once it went wrong, Suzuki got it right

A MANUFACTURER'S PROMPT response is of the utmost importance in situations like this. The sooner the customers are informed, the cars are off the road and the inspections and revisions made, the better. For a company to leave the customers to find out about a potential failure the hard way is simply unacceptable, particularly if it's one that's easily demonstrated and identified.

The response from Suzuki has been appropriately quick and comprehensive - and no one is any the worse for wear, which is ultimately the best possible outcome in a situation like this. As demonstrated here. the redesigned part appears to prevent the original failure, so I wouldn't hesitate to drive a new Celerio again. Mistakes do happen and the companies have to deal with the consequences - and Suzuki has certainly dealt with this in an effective fashion. It's a good start to rebuilding confidence and trust in the brand's products, that's for sure.







In the centre of the original pedal assembly is a small metal piece that is integrated into the brake pedal linkage. It is the brake pedal retraction system, which is designed to prevent the pedal from causing injury to the driver in a frontal impact. This mechanism was only fitted to cars in the UK, Ireland, Australia and New Zealand, where safety regulations necessitated it.

When a significant force - which should be above that used in emergency braking - is applied, this component in the pedal assembly detaches from its mounting. This causes the brake pedal to drop away, preventing an impact with the driver's legs. Similarly, if the bulkhead begins to deform in a

collision, the link can detach, again causing the pedal to retract safely.

It transpires that the design of the original part resulted in an overly sensitive safety system, one that could leave a driver with no brakes at all. The revised pedal assembly, on the other hand, has a much thicker and differently structured brake pedal retraction link.

"I was surprised to hear of this phenomenon," said Suzuki. "We had not encountered it before. We had submitted the cars to a lot of testing but nothing had happened.

"On the Saturday, I had a call from the office. Then we immediately started investigations. Within 24 hours, we had reproduced the problem Autocar experienced and had started making changes. It was discovered that a few links were bending when they should not.

"A big, sudden force through the pedal could cause the link part to

bend and prematurely detach as a result. We then set about designing, making and checking new parts. We then brought them to the UK to test them and make sure they conform."

Suzuki gestured to the revised Celerio sitting at the start of the mile straight, and I took a seat. Instead of chancing my arm, this time around I carried out a static test on the parked Suzuki. Stamping on the brake pedal repeatedly did nothing except exhaust the available vacuum assistance - the engine wasn't running - and the pedal steadfastly refused to do anything unexpected.

We headed out onto the track, wound the Celerio up to 60mph and stood on the brakes. The ABS chuntered, the tyres chirped and the car came to a halt. The stop was controlled, effective and exactly as it should have been. I stretched the Celerio to 80mph and repeated the emergency stop. The process was

repeated several times, but the brake pedal behaved exactly as it should have. It seemed clear that the issue had been resolved.

From the first failure to our test of Suzuki's remedy, 10 days had elapsed. Crucially, no customers had been in a position to suffer a failure like that experienced during our controlled tests. The cars that were recalled are now in the process of being fitted with the modified components and returned to the customers, and the Celerio is back on sale.

"We were lucky," said Suzuki as we prepared to depart - not words you generally expect to hear from an engineer, even less so one working for a mainstream car manufacturer. "We have a lot of ground to get back, but we have experienced a lot of support from our customers. If you had not tested this car, which was almost on the market, we would have had some troubles."

Smart Fortwo

It's bigger and bolder than before, but is this new city car any better?

MODEL TESTED Prime

- Price £12,415 Power 89bhp Torque 97lb ft 0-60mph 11.2sec 30-70mph in fourth 15.3sec
- Fuel economy 67.3mpg (combined) CO₂ emissions 97g/km 70-0mph 53.7m

ercedes-Benz's 21st century vision for urban mobility, the Smart Fortwo, has now reached its difficult teenage years.
Entering its third model generation and closing in on its third decade on general sale, the car is approaching a crucial stage in its history. It's time to mature, to deliver, or risk deletion.

Despite being probably the most daring exponent of compact car design in the past 40 years, the Fortwo has failed to emulate the phenomenal success of the original Mini and Fiat 500 – the cars whose standards of compactness,

WE LIKE Still a city squeezer par excellence ■ More amenable than ever ■ Chirpy interior





 We question the need for trim labels on cars this small, but the manufacturer persists with a modest badge on the base of the A-pillar.



 The Premium Plus Package gets you halogen headlights with fibreoptic daytime running lights woven into the rhombic unit and front foglights below.



 There's more bi-colouring on the 15in alloy wheels, but the most important thing about them is that extra, rideenhancing sidewall.



 The honeycomb grille and the badge on it get much more conspicuous in this generation of Fortwo. They come painted to match the typical Smart two-tone colour.

space efficiency and urban manoeuvrability it sought to better back in 1998. Now available in nearly 50 countries, the Fortwo has stagnating sales of 100,000 units a year, having been in decline since 2004. There's evidently a limited supply of customers willing pay a premium for a 2.7-metre-long twoseater, and this explains why Daimler has broadened the Smart line-up to include a successor to the four-door, four-seat Forfour. But there's also a lingering feeling that the Fortwo still hasn't tapped that seam of supply as well as it should have, failing



to present the benefits of ultracompactness without also imposing too many undesirable compromises.

This time, things may be different - and not least because, this time, Daimler isn't the only firm putting its cash on the line. The third-generation Fortwo has been developed in an industry-standard joint venture with Renault and is closely related to the latest Renault Twingo. But whereas the Twingo and its Forfour sister are built at Renault's Novo Mesto factory in Slovenia, the shorter Fortwo stays on at Smart's production base in Hambach, France. The same length as the old Fortwo, the new version is faster and wider and has standard power steering, an overhauled chassis and a normal manual gearbox. Could that be all it needs to make the world truly appreciate it?

DESIGN AND ENGINEERING

Our starting point here is something that hasn't changed. After taking flak in 2007 when it added a few inches to the Fortwo's kerbside presence for the second generation, Daimler has left the overall length just as it was for the Mk3, at a smidgen under 2.7m. In wide streets, you can just about park at right angles to the kerb in a narrow spot between cars, without crossing the outer boundary of the bay with >

WE DON'T LIKE Extremely bullish pricing ■ Restless handling ■ Still rather rowdy inside





The one 'air vent' is a design feature intended to make both sides match. In its place on the other side is the fuel filler cap.



A design benefit of a split tailgate is that it's easier to conceal the opening mechanism. A tiny button opens the window. The bigger, messier handle for the lower portion is hidden inside.



Unlike at the front, the indicators at the back are mounted within the rear light cluster, although they're also predominantly LEDs.



Smart continues to spell out its name for you - with a small 's', too. It could have been worse: Swatchmobile was where the car originally started.

ON THE INSIDE







• Cabin storage is predictably poor, but we rather like the cubby under the cupholders, even if does struggle with anything bigger than a matchbox.





MULTIMEDIA SYSTEM

The infotainment system, both software and hardware, are pinched directly from Renault. That's good in the sense that Smart gets a proper, grown-up manufacturer unit that isn't Mercedes' dour-looking kit, and bad because the Renault tech isn't without its foibles.

Paramount among these is the difference between 'home', which doesn't show you all the available features, and 'menu', which does. If every operating system in the world has taught us anything, it's that a button marked with a little house should allow you to get to any possible 'room' - not just the three that Renault regards as the most important.

Beyond that, however, the system is fine. For a car used mostly in town, there's an awful lot of take-your-eyes-off-the-road display buttons to push, but that's par for the course. All the usual features are present, including Bluetooth, although the extra £195 required, beyond the Premium Plus Package, to provide a DAB tuner is rather taking the mickey.

←your front bumper. As often as not, though, you'll find the car is too long to do that.

But there are plenty of other advantages to such a small car, most of them much greater and more meaningful, and many of them developed even further with this version of the Fortwo. The car is wider than it was, with 100mm added to both tracks for better steering response. A redesign of the front suspension has allowed the maximum steering angle to increase to 51deg and the turning circle to drop to just 7.3m wall to wall (down from 8.7m).

The car's basic construction hasn't changed. A 'safety cell' monocoque forms the fundamental shape, made from various grades of high-strength steel, with the engine and gearbox packaged under the boot floor. Some of the Fortwo's plastic body panels have been sacrificed, though, and the overall kerb weight has increased to 880kg - or more than 900kg if you opt for the two-pedal auto. That seems heavy for a strict two-seater, but the proof will be sampled later.

Whereas early examples of the original Smart City Coupé used transverse leaf spring suspension

for packaging reasons, this one has a de Dion driven axle at the rear and a new system of MacPherson struts up front, both attached to the body via coil springs and twin-tube dampers. Longer springs have been adopted for a smoother town ride, as well as tyres with a bit more bump-absorbing sidewall than before. The wheels and tyres continue to be of mixed width, with 5.0 in rims fitted to the front axle and 5.5in rims on the back, to help ensure a stability-enhancing handling bias for understeer. Smart can no longer claim that this has anything to do with reducing steering effort levels at parking speeds, though, because electrically assisted variable-ratio power steering is now fitted across the range.

Smart's 70bhp, 999cc threecylinder petrol engine is carried over. with Renault's 898cc, 89bhp TCe turbo triple supplying a power hike for the current range-topping Fortwo. We're testing the Renault engine, but because of the increased kerb weight, it's fitted to a car with a poorer power-to-weight ratio than the outgoing 83bhp, 780kg Fortwo.

Also of note is the junking of Smart's risible robotised manual >

ALIGNMENT

Some drivers might not

appreciate the lack of bias

for your right foot, but the

pedals are big enough to

amount of leg twisting.

ensure a minimum



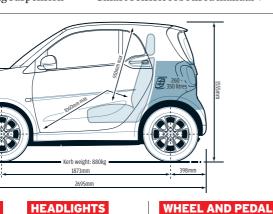
It may have only two seats, but at least they're handsome and comfortable. The space is acceptable for the proportions, although it's hardly Tardis-like.



car's intended use, you could argue that its fitness for purpose is just about fine.



• No, you cannot fit a vast amount of anything into the boot. That said, given the



VISIBILITY TEST

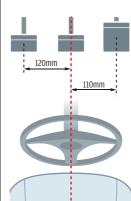
HOW BIG IS IT?

View forwards is generally very good. Awkward over-theshoulder junctions and lane changes are inhibited by the large B-pillar.

HEADLIGHTS

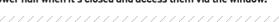
1663mm

There was no opportunity to drive the Fortwo at night, although there's no reason to think that the halogen-powered units won't be up to snuff.





The split-fold tailgate is particularly useful, as it allows you to pile items against the lower half when it's closed and access them via the window.



ON THE ROAD

← gearbox. In its place, a five-speed manual gearbox is standard, while a six-speed 'twinamic' dual-clutch automatic is an option.

INTERIOR



The Fortwo's innards are a pleasant enough return to the kind of funky look conveyed by the original Smart. Pods - most obviously in the shape of the speedometer, rev counter and air vents - make a welcome comeback and, together with the white-onblack trim of our test car and floating infotainment display, give the car a happy, almost Pixar-like presence. Some of the plastics, particularly on the centre console, aren't of a terrifically high standard, but city car buyers are unlikely to make a fuss about that. Instead, they are likely to appreciate the naturally high seating

position (you almost step up into a Fortwo), the clever use of mesh-like fabric trim on the dashboard and the surprisingly decent sense of space that's afforded by the high roofline.

Although putting someone in the passenger seat is still liable to take the edge off that perception, the extra width is appreciated – especially if your companion has broad shoulders. A certain amount of cosiness is expected, though, and there are now Isofix mountings on the passenger seat, should you wish to share the car with a much smaller occupant.

The instrument cluster is not so much dominated by its speedo as by the smaller 3.5in screen that appears below it, a Mercedes display chiefly concerned with preaching the benefits of economical driving. The steering wheel is nicely proportioned but perhaps dotted with a few too many buttons for our liking.

Move your head even marginally

away from 12 o'clock and your peripheral vision will immediately remind you that there really is precious little aft of the two seats. Boot space to the window line has apparently increased by 40 litres and is easily accessed by the upper portion of the familiar twin-section tailgate. Lowering the rest of it is likely to remain a rare occurrence for Fortwo owners, although with the passenger seatback folded forward, there is at least the potential for loading items that are marginally larger than supermarket shopping bags.

PERFORMANCE

Previous versions of the Fortwo have been found guilty of trying our patience. Glacial 0-60mph times in cars well shy of one tonne and three metres are not only frustratingly

counter-intuitive but also severely limit the usability of some Fortwos beyond the city centre. The model tested, admittedly the most powerful offered, no longer labours under this description. Although we couldn't replicate a possibly rather optimistic 0-60mph time of 10.4sec in poor conditions, the 11.2sec the car managed was sufficient for it to make the national limit an easily achievable speed rather than a distance target.

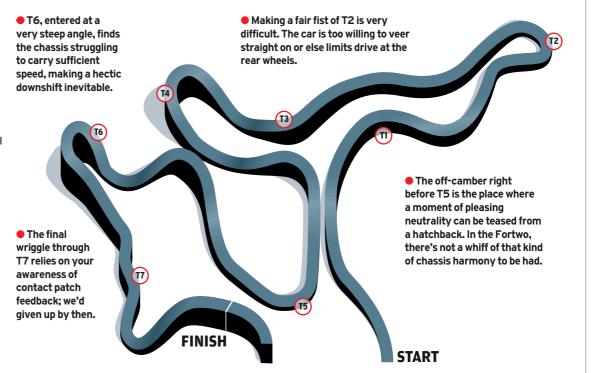
Achieving it, though, is not as pleasurable as it might have been. The blown three-pot is a shrill and capricious unit. Smooth acceleration, particularly when requested in a forceful manner from low revs, seems beyond it. The response briefly stuck somewhere between a throttle flat spot and a winded turbocharger. Consequently, there are times when the Fortwo, for all its implied peppiness, reacts in a rather more suety manner than the one you would

TRACK NOTES

If the combination of a tiny wheelbase, comfort-orientated suspension and an occasionally flustered little petrol engine doesn't sound to you like a recipe for dynamic finesse, then the idea of it being unsuited to Millbrook's hill route will not come as a surprise.

Previous versions of the Fortwo depended on nannying traction control to see them around anything more testing than a box junction. The latest car doesn't test its non-switchable software code perhaps as much but, like the Renault Twingo, any whiff of slip at the rear is mercilessly subdued.

In its sister car, that felt like a missed opportunity. In the Fortwo, it's probably a little more prudent. But the net result is the same: this feels like a car engineered to produce only a limited amount of grip at the front end. Transgress its modest limits (and the stability control's efforts) and an avalanche of understeer ensues. Balance and real progressiveness are not in the Fortwo's remit.



ACCELERATION 6deg C, wet (Smart), 12deg C, damp (Volkswagen)

Smart Fortwo Prime

Standing quarter mile 18.2sec at 77.1mph, standing km 33.7sec at 94.0mph, 30-70mph 11.4sec, 30-70mph in fourth 15.3sec



Volkswagen 1.0 High Up (2011)

Standing quarter mile 20.1sec at 71.7mph, standing km 36.4sec at 88.7mph, 30-70mph 14.0sec, 30-70mph in fourth 25.3sec



BRAKING 60-0mph: 3.16sec









The outlandish ability of the front wheels to turn even closer to right angles makes **U-turns even easier**

experience in, say, a Volkswagen Up. This impression isn't helped by the gearing on the manual five-speed box, which, at a standard 40-50 mph A-road clip, tends to leave the car rather breathless in its top cog.

However, the length of its ratios means that motorway journeys previously dreaded by some Smart owners are now well within the new Fortwo's capabilities. With 30-70mph achieved in 11.4sec, the car is more than 3.5sec quicker than the Volkswagen Up 1.0 we tested a few years ago. It doesn't have to work quite so hard to maintain the legal limit, either, although you'd hardly knowit; the rear-engined Smart is still unwelcomingly rowdy at 70mph.

RIDE AND HANDLING



Fundamental to its enhanced ability to sustain a cruise is the Fortwo's ride quality, which has been on a gentle upward curve since the critical mauling the original car endured upon its introduction. The new suspension, aided by the extended

travel of the springs, continues the trend, being obliging enough for you to no longer pay it any mind (a considerable advance on the pained grimace the model once induced) once you're over the fact that a model with a 1.8m wheelbase is never going to settle with quite the same elan as its more conventional city car rivals.

Its advantage over them, rather plainly, remains more in the parking than the driving. The marginally larger dimensions have not dulled its obvious forte. In fact, the outlandish ability of the front wheels to now turn even closer to right angles has made executing impromptu U-turns and inching out of tight spaces even easier still. Squeezing into them is not what you'd call demanding, either, what with each corner of the car being virtually within touching distance of an outstretched hand (making a nonsense of the rear-view camera fitted to our test car).

The car's ability to nestle swiftly into very tight gaps ought not to be underestimated. Buyers, after all, expect the Fortwo to be supremely wieldy. However, where the best of the opposition combine their agility with a cocky sense of can-do fun out of town, the Smart's incisiveness still feels robotic at speed. Much of that is to do with the steering, which, although better weighted than the Twingo's, is still utterly uncommunicative beyond very low speeds. Really, though, it's about the car's innate imbalance: the burdened rear end, the unweighted front and the dearth of space between them. It's impossible to lean on the self-limiting chassis with any real confidence (see Track Notes), and although it's probably better anchored than it has ever been, as a pleasure to drive, the car still never gets beyond the benignly acceptable.

BUYING AND OWNING



The Fortwo wouldn't be a well-priced city car even if it had four seats. Prices start from just over £11k for an entry-level 1.0-litre car - which you could spend on a very nice five-door Up in pretty rich specification and still make a relative saving on your insurance compared with the Smart.

The automatic gearbox is offered on 1.0-litre cars only, at a premium of £995. Turbo-engined Fortwos start at just under £12k, rising to a whisker under £14k for the Premium Plus specifications - and you've still got to spend another £900 on that if you want everything on the options list. People will, of course - because to plenty of Smart buyers, there's simply no competition. But if you're the sort of person who questions whether your 2.7m city car really needs stainless steel sports pedals or leather upholstery with white stitching, you're probably not part of the intended buyer demographic.

Even the faithful will be interested in the Fortwo's fuel economy, though, and in our hands it fell well short of the 67.3mpg average claimed by Daimler. Admittedly, that evidence is anecdotal. The 43.1mpg average recorded over its time with us is a trip result, the True MPG testing kit being foiled by the Smart's incredibly hot exhaust gases. But given that this figure included significant motorway time, we'd be willing to bet that 67mpg would be extremely hard to achieve in the real world. →

SMART FORTWOPRIME

 On-the-road price
 £12,415

 Price as tested
 £14,495

 Value after 3yrs/36k miles
 £5950

 Contract hire pcm
 na

 Cost per mile
 36p

 Insurance/typical quote
 8E/£367

EQUIPMENT CHECKLIST

15in alloy wheels
Automatic climate control
Electric door mirrors
Cruise control
Leather upholstery
Multi-function steering wheel
Electric windows
Smart audio system
Bluetooth connectivity

Promium Plus Package (ambient

Premium Plus Package (ambient interior lighting, front foglights, LED/halogen automatic headlights, automatic wipers, rear-view camera)

automatic wipers, rear-view camera) £1295
Forward collision warning £195
DAB tuner £195
Titania grey matt paint £395
Options in bold fitted to test car

= Standard na = not available

RANGE AT A GLANCE

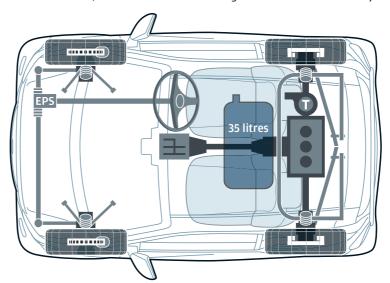
ENGINES	POWER	FROM
999cc Passion	70bhp	£11,125
898cc Passion	89bhp	£11,720
Forfour Passion	70bhp	£11,620

TRANSMISSIONS

5-spd manual E995

TECHNICAL LAYOUT

The Fortwo's unconventional packaging makes it and the closely related Forfour and Renault Twingo notable oddities in the city car class. For this Smart, its rear-engined, rear-drive design, with the engine and gearbox mounted under the floor, as well as the de Dion rear axle, are all fundamental to realising the model's characteristically small dimensions.



ENGINE

Installation Rear, transverse, rear-wheel drive

Type 3 cyls in line, 898cc, turbocharged, petrol

Made ofAluminium block and headBore/stroke72.2mm/73.1mm

 Compression ratio
 9.5:1

 Valve gear
 2 per cyl

 Power
 89bhp at 5500rpm

 Torque
 97lb ft at 2500rpm

Red line 5800rpm

Power to weight 101bhp per tonne
Torque to weight 110lb ft per tonne
Specific output 99bhp per litre



CHASSIS & BODY

 Construction
 Steel monocoque

 Weight/as tested
 880kg/na

 Drag coefficient
 0.34

 Wheels
 6.5Jx16in

 Tyres
 165/65 R15 (f),

 185/60 R15 (r)
 Michelin Energy Saver

Spare K

TRANSMISSION

Type 5-spd manual Ratios/mph per 1000rpm 1st 3.75/5.3 2nd 2.05/9.7 3rd 1.39/14.3 4th 1.03/19.3 5th 0.89/22.3

Final drive ratio 3.56

ECONOMY

 TEST (TRUE MPG)
 Urban
 na

 Extra-urban
 na

 Average
 na

 CLAIMED
 Urban
 57.7mpg

Extra-urban 76.4mpg
Combined 67.3mpg

Tank size 35 litres
Test range na

SUSPENSION

Front MacPherson struts, coil springs, anti-roll bar **Rear** De Dion, coil springs

STEERING

Type Electrically assisted rack and pinion

Turns lock to lock 3.4
Turning circle 7.3m

BRAKES

Front 295mm ventilated discs
Rear 203mm drums

Anti-lock Standard with EBD and brake assist

CABIN NOISE

Idle 46dB Max revs in third gear 76dB 30mph 67dB 50mph 72dB 70mph 74dB

SAFETY

ABS, EBD, ESP

Euro NCAP crash rating Not tested

EMISSIONS & TAX

CO₂ emissions 97g/km **Tax at 20/40% pcm** £25/£50

ACCELERATION

ACCELERATION		
MPH	TIME (sec)	
0-30	3.4	
0-40	5.6	
0-50	7.9	
0-60	11.2	
0-70	14.8	
0-80	20.8	
0-90	29.1	
0-100	-	
0-110	-	
0-120	-	
0-130	-	
0-140	-	
0-150	-	
0-160	-	

ACCELERATION IN GEAR

MPH	2nd	3rd	4th	5th
20-40	3.7	4.9	7.6	-
30-50	4.2	5.1	6.9	10.6
40-60	-	5.7	7.5	10.5
50-70	-	6.6	8.4	12.3
60-80	-	-	10.3	15.2
70-90	-	-	13.3	21.0
80-100	-	-	-	-
90-110	-	-	-	-
100-120	-	-	-	-
110-130	-	-	-	-
120-140	-	-	-	-
130-150	-	-	-	-
140-160	-	-	-	-

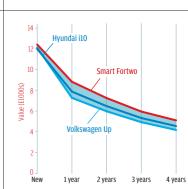
MAX SPEEDS IN GEAR

31mph 5800rpm 5800rpm 4308rpm

1 3 5

56mph 96mph 5800rpm 4986rpm *claimed

RPM in 5th @ 70/80mph = 3141/3590



 Relatively low volume ought to ensure that the Fortwo holds its value slightly better than its closest rivals.

THE SMALL PRINT Power-to-weight and torque-to-weight fligures are calculated using manufacturer's claimed kerb weight. © 2015, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the Fortwo, contact Smart, Tongweil, Milton Keynes, MKI5 BBA (thesmart.co.uk, 01908 668899). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full in-calaims bouns living in Swindon. Quote from Liverpool Victoria (0800 066 516, Iv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

AUTOCAR ROAD TEST

Read all of our road tests autocar.co.uk

Smart Fortwo

AUTOCAR VERDICT ★★★☆☆

Now better than ever before, but still not quite good enough



nly the harshest of critics would refuse to concede that the Fortwo has been made broadly better. The playful interior, improved ride quality and better tractability (at least in this, the most powerful variant) have nudged the car towards an everyday, every-setting usability that would be alien to those who took the concept to their hearts in the late 1990s.

And yet it feels as though that audience is being better served rather than a new one courted. Within the confines of its niche, the Fortwo remains fundamentally unchallenged. But broaden your requirements by only a fraction (certainly on practicality, price or pleasurability) and the latest generation of city cars romps unceremoniously past it. Preferable though it may be to all the versions that have gone before it, the Fortwo remains a car to covet for its defining feature rather than a maturing product waiting to be rewarded for superior all-round quality.

TESTERS' NOTES



SAUNDERS It says on it that the lower portion of the

tailgate can handle up to 100kg, which means that it makes a nice, open-air Range Rover-style seat for anyone not of rugbyplayer proportions.



CACKETT The tie-up with Renault is mostly a

rewarding one for the Smart, However, our knee-jerk reaction is to blame the French manufacturer for the pathetically small glovebox on the car. A Tic Tac carrier, at best.

SPEC ADVICE

We baulk at paying £14,500 for a Smart, but the advantages of the trim level do make it nicer to live with. Not as nice as a Suzuki Swift Sport, though, so we'd have that.

JOBS FOR THE FACELIFT

- Some of those redesigned lines could do with redesigning again.
- Smooth out the engine's ruffles.
- When pricing, bear in mind the entire city car segment.



MAKE
Model
Price
Power
Torque
0-60mph
Top speed (claimed)
Fuel economy (combined)
Kerb weight (claimed)
CO ₂ /tax band

Verdicts on every new car, p68



VOLKSWAGEN
High Up 1.0 BMT
£11,745
74bhp at 6200rpm
70lb ft at 3000rpm
13.2sec (claimed, to 62mph)
106mph
67.3mpg
929kg
98g/km, 12%

It's not the quickest or most efficient, but the quality is obvious across the board. ****



HYUNDAI	
i10 1.2 Premium SE	
£11,995	
86bhp at 6000rpm	
89lb ft at 4000rpm	
12.3sec (claimed, to 62mph)	
106mph	
57.6mpg	
941kg	
114g/km, 15%	

Built to beat the Up and doesn't fall too far short. Fortwo money gets you top spec, too. ****



Panda 0.9 TwinAir 4x4 £14,295 84bhp at 5500rpm 107lb ft at 1900rpm 12.1sec (claimed, to 62mph) 103mph 57.6mpg 1050kg 114g/km, 15%

Curve ball. For the with-options price of our test car, you could have town and country covered. ****



RENAULT Twingo TCe 90 Dynamique £11.695 89bhp at 5500rpm 97lb ft at 2500rpm 10.8sec (claimed, to 62mph) 103mnh 65.7mpg 943kg 99g/km,12%

Not quite the car we'd hoped for, but the Twingo is a better bet for the money than the Smart.



SMART
Fortwo Prime
£12,415
89bhp at 5500rpm
97lb ft at 2500rpm
11.2sec
96mph
67.3mpg
880kg
97g/km,12%

Just edges the Citroën C1 out of fifth spot by virtue of being far nicer to sit in. And park.

YOUR VIEWS

Write to Autocar autocar@haymarket.com

LETTER OF THE WEEK

Go-anywhere Rolls

Surprised to hear comments expressed in many quarters against the suitability/appropriateness of a Rolls-Royce SUV when, as Autocar pointed out, the concept of 'go-anywhere ruggedness' pretty much started with the famous Alpine Trial Ghosts. If you were affluent and wanted to go anywhere remote pre-World War 2, you did it in a Rolls.

Across the estates of Europe, shooting parties were organised from Rolls-Royce charabancs and shooting brakes. Maharajas hunted big game in specially bodied examples with huge searchlights, and TE Lawrence wouldn't take anything else into the desert.

Truth is, Rolls-Royce, and its often eccentric and adventurous clientele, probably invented the whole Sport Utility Vehicle thing.

via email



and maintenance kit worth £58.95



IT'S NOT FOR ME

The new Rolls-Royce SUV succeeds in making the new Bentley SUV look like a Jaguar E-Type. However, it was obviously not meant for style-conscious countries, just status-conscious ones.

Michael Griffiths

via email

CODED MESSAGE

When I bought the 18 February issue of Autocar, the checkout lady had trouble scanning the barcode. It turned out she was trying to scan the imposing grille of the Rolls-Royce 4x4. I wondered why my bill was £280,000. Still, I get five pence a litre off fuel for spending more than £50.

John Fernley

Lytham St Annes

I'M DISAPPOINTED

In the interview with Porsche's Andreas Preuninger in Autocar on 4 February,

your reporter wrote: "You can order a Cayman GT4 from today."

Well, you can't. The UK allocation is apparently only 197 for this year, with demand more like 500. Porsche dealers don't expect production to continue beyond that time.

If we see two or three on track, I'd be surprised. It can only be that speculators - dealers among them - are taking advantage of this situation.

I commend the spirit of the profit lifting being done by the SUV types to bring us cars such as the GT4, but they have to be available to buy!

Peter Frost

via email

A Porsche spokesman confirmed that demand for the Cayman GT4 has been high but would not comment on the model's future availability, other than to say that dealers would do their best to satisfy orders - MB



BACK FOR SECONDS

Regarding Andrew Sloan's letter deriding the MG F (Your Views, 11 February), I have had one for the past five years as a second car. It has not let me down once, unlike my regular Audi A4.

Phil Green

via email

POMP IT UP

I was disappointed when I saw the photos of the Mercedes-Maybach S-Class

Pullman. It completely lacks the grace and occasion of the Mercedes-Benz 600 of the 1960s. Perhaps a direct comparison isn't fair, as they are vehicles of different eras and hence have different proportions and attributes, but one thing is certain: no one would ever mistake the classic 600 for a Coleman Milne hearse conversion.

Ranjit Dosanjh

Herts

Just so Jaguar doesn't have it all its own way, here are two of my favourite advertising slogans: "Superlative MGB: it's so short, simple and complete" and "Too fast to race". This was Caterham's line on the Seven after it was banned from production sports car racing for winning races too often.

Andy Couchman

via email

AUTOCAR What you're saying on autocar.co.uk

The final Bugatti Veyron is sold

Corporate hubris and 'top trumping' do not a legend make. It is a bland and charismafree supercar, and it won't be remembered like the F1.

Norma Smellons

The Veyron cannot be called bland. The McLaren did this in the 1990s; it wasn't called bland then. The Vevron was the car that moved the goal posts on.

Peter Cavellini



The whiff of 'white elephant' persists over the whole project. Cash value aside, wouldn't you rather have a Ferrari 288GTO, Porsche 959 or McLaren F1?

AHA1

For all of its faults among them, it is quite heavy and the looks are Marmite the Bugatti Veyron will be looked upon in the future as the last great non-hybrid car.

Moparman





HURRAH FOR VOLVO

I'm so pleased to see the Volvo XC90 finally come to market (soon!). My biggest turn-off with recent Volvos has been the plethora of small buttons on the centre stack. It's great to see the interior re-imagined so well. For the first time, all the pieces of the puzzle may fit and this could be a car for me.

Tim Washington

via email

TROPHY STRIFE

What a complete waste of money the Renault Mégane Renaultsport 275 Trophy is. I have just driven one and I was not impressed with the engine, which was unwilling to rev and noisy.

Considering that it has no luxury at all, the 1300kg dry weight is also unimpressive. My wife's 218bhp Mini from 2006 weighs 1090kg, for a similar power-to-weight ratio, yet has climate

control, a good stereo, sound insulation and is damned near as fast, too. In my opinion, something like the new Volkswagen Golf R and £4000 in the bank is much better.

Ian Neal

via email

ROCK AND ROLL SPINDLE

At last, an indication from one of your testers that the so-called 'spindle grille' used by Lexus is not actually appealing (Road Test, 18 February). I would go further and say that the last time Lexus had an appealing front end was in the last century.

Peter Williams

Cambridge

To give Lexus its due, you can tell when a modern one is approaching in the rear-view mirror - MB

BORN SLIPPY

I found the 'Ethics of Skidding' article (Rear View Mirror, 4 February) interesting. My mother never referred to having a skid but due to poor road surfaces and tyres had a few 'sideslips'.

The word 'skid' implied you had lost control of the car. A sideslip was something certain cars were prone to do and, of course, was completely the fault of the car and not the driver!

HPN Robinson

Hove



Inside the magazine – on sale 11 March



Nissan Juke Nismo RS Can a crossover do hot hatch fun? Our experts find out



Land Rover Discovery Sport vs off-road rivals Discover our go-anywhere hero



Geneva motor show All the news and gossip from the year's most important expo



Formula 1 preview Steve Cropley gets the inside track from Sky F1's Martin Brundle

OUR CARS

A week in the life of Autocar's fleet

ALPINA















BMW

CATERHAM





CITROEN



AUDI

Allan Muir

Andrew Frankel

Colin Goodwin



ever before have I run a car that has had such a profound effect on me as the BMW i3 REX. I may have been a closet fan of electric cars even before the i3 turned up last April, but now I'm converted to such an extent that I find myself not really wanting to drive 'regular' cars any more. I feel like I've experienced a major breakthrough in motoring, the i3 proving that an EV can be not just smooth and efficient but also genuinely desirable, a delight to drive and as usable every day as any other car of its size.

During its time with us, this extended-range version of the radical rear-engined, rear-wheel-drive i3 has overturned any notions that EVs will only ever be a thing of the future, with little relevance to the here and now.

As well as proving to be more fit for purpose as an urban assault vehicle than anything else I've yet driven, the i3 provided freedom from the usual limitations of compact battery-powered cars, allowing us to go farther in it and enjoy it more than we've been able to in any of the previous EVs we've run.

As a result, we covered close to 8000 miles in nine months in our i3, compared with just 1500 miles in six months in our Renault Zoe last year, and the car had done more than 11,000 miles in total in a year by the time it left our care. That's an average annual mileage for any compact five-door hatchback, yet it was achieved with ease and barely a hint of range anxiety. And not once did I need to ditch the i3 in favour of a conventionally powered car with a longer range.

Putting £10 worth of petrol into the i3 occasionally seemed like a small price to pay for the freedom it brought

Plugging in the i3 at home and at the office quickly became second nature, and the 75 miles' battery range it afforded on average was sufficient for a good two-thirds of our driving. The easily accessed space under the stubby bonnet provided an ideal place to store the two charging cables, and it was reassuringly easy to tell whether the battery pack was being charged or not because of the colourful lights around the charging port.

A full charge would last for only about

60 miles in cold weather and at higher speeds - but that was where the twincylinder range extender came into play, doubling the car's range and allowing us, within reason, to venture as far afield as we liked. Putting £10 worth of petrol into the i3 occasionally seemed like a small price to pay for the freedom it brought from public charging points, my limited experience of which hasn't been favourable in the past. I don't have the patience to cool my heels for hours at motorway services while I wait for

HONDA

JAGUAR







MAZDA





RANGE ROVER SPORT



SEAT LEON

TOYOTA **GT86**

VOLVO



Nic Cackett



Hilton Holloway



Luc Lace Mark Tisshaw





PEUGEOT

Steve Cropley



Steve Cropley



RENAULT

Matthew Burrow



Matt Burt

Matt Prior

Hilton Holloway











the car to recharge, and the i3's range extender meant I never had to.

However, I struggled to understand why the i3 could do only 75 miles or so while consuming nine litres of petrol. That equates to about 38mpg, which sounds rubbish when BMW claims something ridiculous like 470mpg. You'd expect a 647cc scooter engine to do better than that, although it sounded as though it had to work extremely hard to generate enough juice at motorway speeds. In fact, on a couple of occasions when we'd flattened the battery pack and were relying solely on the range extender, the car started capping its top speed on long uphill stretches in a bid to conserve energy. The solution on longer trips was simply to remember to activate the range extender manually

with at least 20 miles' battery range remaining and make sure it stayed that way by reducing your speed.

In or out of town, the i3 was incredibly smooth, quiet and relaxing. Vigorous, creamy performance meant the i3 could bound away from other cars at traffic lights and wasn't out of its depth on the motorway, but the real highlight of the driving experience was the proportional 'engine braking' provided by the electric motor under deceleration. This ability to drive using just the accelerator pedal, rarely having to touch the brakes, made the i3 feel more like an extension of my right foot than most sports cars could have managed and was a major reason why it could glide through city traffic as serenely as a Rolls-Royce.

Virtually everyone praised the

cabin, which was warm, colourful and interesting to behold as well as exceptionally easy to use, thanks to the mostly familiar switchgear. The slightly elevated driving position and the thin, high-backed seats proved superbly comfortable and there was space for four adults to sit comfortably, although access to the rear was awkward in tight parking spaces, where you could become trapped between two half-open doors. The fact that those in the front had to open their door and release their seatbelt to allow rear-seat passengers to get out could be a pain, too. This limitation (along with a modest-sized boot) might be a deal-breaker for those with young kids, but not for me.

A big part of the reason why you'd want to run an EV, of course, is the >



ONE-PEDAL DRIVING

You rarely have to move your foot off the accelerator pedal; the electric motor does all the work.



DRIVING ENVIRONMENT

Despite the unusual design, this is a very easy car to operate; supremely comfortable, too.



STEERING

Skinny tyres and a rear-mounted engine result in quick, smooth, perfectly weighted steering.



DISTINCTIVE LOOKS

High-roofed and futuristic-looking, the i3 has massive presence on the road. It feels special.



COLLISION WARNINGS

Wet or frosty conditions could fool the car into thinking it was about to hit something or someone.

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(quote M0315B)



TEST DATA

BMW i3 Range Extender

TEST STARTED	9.4.14
Mileage at start	3365
Mileage at end	11,282
PRICES	
List price then	£28,830 (inc gov't grant)
List price now	£29,130 (inc gov't grant)
Price as tested	£37,115
Dealer value now	£30,000
Private value now	£28,000
Trade value now	£26,000
OPTIONS	

Lodge interior world £1500, 20in wheels £1080, Driving Assistant Plus £790, Park Assist Package £790, electric glass sunroof £780, adaptive LED headlights £710, Harmon Kardon loudspeaker system £640, DC rapid charge preparation £560, metallic paint £530, enhanced Bluetooth telephone with USB £430, Winter Package £260, Information Plus £215 **FUEL CONSUMPTION**

Claimed	208Wh/mile (470.8mpg)
Test average	270Wh/mile (3.7 miles/kWh)
Fuel tank	9 litres
Real-world range	150 miles
TECH HIGHLIG	HTS
0-62mph	7.9sec
Top speed	93mph
Engine layout	Synchronous electric motor,
	plus 647cc 2-cylinder petrol
	engine/generator
Max power	168bhp
Max torque	184lbft
Transmission	Direct drive, single speed
Boot	260 litres
Wheels	5Jx20in (f), 5.5Jx20in (r)
Tyres	155/65 R20 (f), 175/60 R20 (r)
Kerb weight	1390kg
SEDVICING/DI	INNING COSTS

Kerb weight	1390kg
SERVICING/RUN	NING COSTS
Contract hire	£446 per month
CO ₂	13g/km
Service costs	None
Other costs	None
Fuel costs	Petrol £166, electricity £140
Running costs inc fuel	£306
Running cost per mile	3.9 pence
Depreciation	£11,115
Cost per mile inc dep'n	£1.44
Faults	Phantom collision warnings

21 May 2014, 2 Jul, 13 Aug, 27 Aug,17 Sep, 8 Oct, 22 Oct, 12 Nov, 26 Nov, 31 Dec, 21 Jan 2015, 18 Feb



The i3 REX is a game-changing car - an EV without most of the usual limitations and one that you'd actively want to own

← promise of low running costs, and here the i3 delivered in spades. Between the electricity consumed and the 155 litres of petrol burned by the range extender, the i3 cost us a mere 3.9 pence per mile, which is amazingly cheap. However, this is potentially offset by the typically savage depreciation that the official figures predict for an EV such as the i3, although I find it hard to believe that a car as desirable and in demand as the i3 could have lost more than 50% of its value in a year, especially given the eight-year, 100,000-mile warranty on the battery pack. Dealers are asking £30k or more for similar used examples, and a realistic trade-in price would be about £26,000.

Like any EV, the i3 remains a

compromise between performance, range, features and price, but in my view BMW has nailed it on its first attempt. Some people have suggested that the i3 would be even closer to perfection if it had a larger fuel tank to improve its overall range, but there's hardly anything about it that I'd change - not if it meant adding to the cost. The i3 REX is a game-changing car - an EV without most of the usual limitations and moreover one that you'd actively want to own for reasons other than just the low running costs. With an i3 as your daily driver, you may well find that the conventionally powered car parked alongside it on your driveway doesn't get used much.

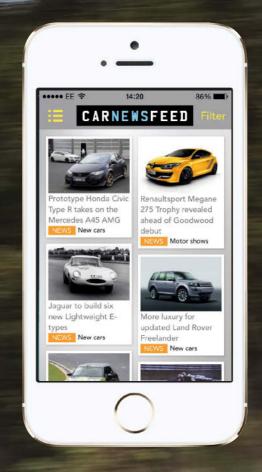
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Mileage 11,214 Life with our Mini is enhanced by the attention to detail lavished on it

ou can probably tell from the number of miles I've done in barely six months of Mini ownership that I'm rather fond of our Cooper. I've let you know how the 'big' things like the engine, interior and driving dynamics have all been improved from previous Minis and make it so nice to live with. Now it's time for an ode to some of the unsung parts of the car - the little features that raise a smile every now and then and contribute to a positive ownership experience.

The hidden boot floor is one such fine touch. Open the tailgate and the boot looks small, but lift up the floor and the usable space and depth of the boot increases significantly. The floor then folds flush against the back seats and stays in place, revealing a couple of cargo nets to stop smaller things from rolling around.

The BMW iDrive-style controller for the multimedia system is something I've previously lauded, but now I find myself craving it no matter which car I'm in. It's intuitive and, crucially, safe to operate on the move, something that can't necessarily be said of touchscreens. With those, you have to hone your finger in on what you want to press and hope that a bump in the road doesn't make





you select the wrong radio station or engage an eco mode.

Then there's the radio itself. Digital radio is something that I simply couldn't do without any more, so naturally it's a welcome standard feature of the Mini. How else would I be able to listen to England's latest cricket collapse now that seemingly no new car can receive Radio 4 longwave?

I'm a big fan of the weighting of the Mini's pedals, the preciseness of the

steering, the effortlessness of the power delivery and the slickness of the manual gearshift. Each is important in isolation, but as a combination they are formidable, making every drive a pleasurable and engaging one and helping to explain why the miles have been racked up so quickly.

I've mentioned the seats before, but they get another day in the sun here. They're comfortable yet sporty, with plenty of adjustability, and

are trimmed in half leatherette and a lovely grey fabric that are both high in quality and hard wearing. I'd love to meet this Mini again after it has covered 100,000 miles; I suspect the seats would have migrated to full-on comfy armchair status by then.

Still, there is one niggle that I just can't get over. Fuel economy initially started out at just below 45mpg, and I fully expected that to improve over time. However, it has actually got worse, settling in at about 42mpg. That isn't too bad, especially with fuel prices dropping, but it could be better.

My right foot hasn't suddenly got any heavier in the past six months, so I'm at a bit of a loss to work out how I can eke out better economy. Mini owners: Lam keen to hear how you're getting on and for you to offer me any advice.

mark.tisshaw@haymarket.com

Mini Cooper

Price £15,300 Price as tested £22,034 Economy 42.2mpg Faults None Expenses Four new wheels and tyres £1472 Last seen 4.2.15

THE LOG BOOK



Tovota GT86

Mileage 22,340 Last seen 11.2.15 Our GT86 has a satellite navigation system, part of the £750 'Touch & Go' pack. It's pretty good, even telling you where supermarkets are via an icon with a shopping trolley in it. There appears to be one branded exception, though, which you'll see in the picture above. That's cool. I quite like Lidl. I wonder if the Lexus system only recognises Waitrose... MP



BMW X5

Mileage 6677 Last seen 28.1.15 Remember my tale of how my local BMW dealer kerbed an already kerbed wheel, failed to mention it, then offered to repair it at cost? I've now had an apology and an offer to repair the X5's rim at their expense. Cynics will say it's only because I went public, but Dick Lovett have done all they could reasonably do to rectify the situation, so I'm happy. AF



Range Rover Sport

Mileage 7565 Last seen 4.2.15 A recent chance to give our range Rover Sport the beans on German autobahns confirmed that it has a supreme ability to cruise at threefigure speeds. Seems extraordinary to be able to hold a steady 120mph, while showing just over 3000rpm in top gear. Wind noise is tolerable at that speed, but fuel economy heads south to the teens. SC

Bargain new and used motors



Porsches for every taste

Forget the 911 and look to the Cayenne, Panamera or Cayman for a bargain, says James Ruppert

arely do I take car buying advice from a Sky newsreader, but when Kay Burley said she was switching from a Range Rover Evoque to a Porsche Macan because she didn't like the £40k Evoque, you know the world is changing.

Once upon a time, you looked at Porsche just for whatever flavour of 911 you fancied. The other 9s – the 24, 44, 68 and 28 – were sideshows, although to me they remain the more interesting and better-value buys. Never mind, because Porsche now has a secondhand motoring appliance for just about every modern-day eventuality.

The most surprising Porsche of recent years – and its best seller – is, of course, the go-anywhere 911 that is the Cayenne. You can pay as little as £5000

for one, but I've noticed that once you question the sellers of those examples, there are usually some unresolved mechanical issues, often related to the gearbox. The proper bargains are the 4.5-litre V8s at over a decade old. You're taking a risk, but with history and about 100,000 miles showing, a 2004 example at just under £6000 doesn't seem too bad. That said, I'd feel safer spending £7995 on a mint 2004 3.2.

The next most shockingly un-Porsche Porsche is the Panamera. Your starting point here is £41k, and that will get you a 2010 4.8-litre V8 from a dealer, which seems like very good value. Many would opt for the 3.0-litre diesel, which will be about £2000 more expensive. A sameyear Audi A8, S8 or A7 will cost less, but



it won't be a Porsche – and that is the point here, even though some find the Panamera less than sexy to look at.

And then there's the Cayman. It's a Boxster with a tin lid and really rather excellent. The Cayman is the Porsche you should own if you really enjoy driving rather than posing. There is a purity to the Cayman, and a 2005 3.4-litre example for £12k is hatchback money, provided there's a history to

For under £20,000, you'd be better off with a relatively recent Cayman than a 911 with a troubled history









BANGERNOMICS BEST BUYS



READER'S CAR: FORD SIERRA SAPPHIRE

Jim Christie paid just £100 for a 90,000-mile 1990 Ford Sierra Sapphire 2.0 GLXi in 2007. The mileage is now up to 140,000 and the car is used every day. The spec is good, with fuel injection, power steering, ABS and a heated windscreen. At no time has the Sierra broken down or failed its MOT. The 2.0-litre engine is in fine fettle, Jim having proactively changed the head gasket and timing chain. "She is easy to work on," he says, "and doesn't require any special skills, tools or computers to keep her happy."

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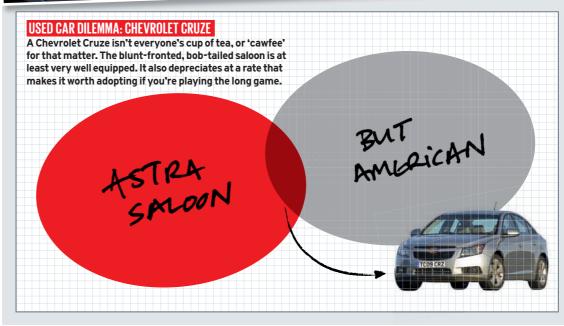
Twitter: @Bangernomics Email: james@bangernomics.com



back up the mileage. For comfortably under £20,000, you'd be far better off with a relatively recent Cayman than a 911 with a troubled history. There are lots of privately offered ones around and you do need to be a bit careful, or spend £16,500 and get a 2007 2.7-litre manual in mint condition from a big dealer and you should be able to relax.

There is, of course, no such thing as a cheap Porsche, only one that needs TLC – and that is never cheap. When in any doubt at all, buy from a specialist who offers a warranty on their work and an honest assessment of the condition.

So why wouldn't you want a used car with a Porsche badge on it? I only ask because I know that you will tell me what the latest news is.



Luxury on the cheap

These bargain barges offer the champagne life for beer money. **Darren Moss** picks five of the best



Volkswagen Phaeton 2002-present

Introduced as a flagship model in 2003, the Phaeton dwarfed even the Mercedes-Benz S-Class. Engine options included a 3.2-litre V6 and 6.0-litre W12, although a V8 petrol and V10 diesel were added in 2004. A 3.0-litre V6 diesel arrived in 2010 and became by far the most popular model. Steep depreciation has made

the Phaeton a luxury bargain, with examples available from around $\pounds 4000$ online. They're loaded with equipment, too, so you won't be lost for toys to play with inside.

For Generally reliable with few mechanical issues to worry about Against Most people will think you're just driving a posh Passat





Lexus LS400 1998-2000

Arguably the safest bet if long-term reliability is your primary concern.
Search for common LS400 problems online and you'll find remarkably few of them. Indeed, the only recurring fault with the model relates to its complicated air suspension, which can be expensive to fix if it goes wrong. Fortunately, very few models came with the option. Today you can pick up the big Lexus for as

little as £700, although the best used ones tend to be the second-generation, facelifted version manufactured between 1998 and 2000. Be sure to check the cambelt has been replaced at the scheduled interval.

For The best luxury bang for your buck out there; reliable and still classy Against Fewer toys than some rivals, although that means less to go wrong

Jaguar XJ8 1997-2003

A combination of excellent build quality, decent driving dynamics and topclass comfort have earned the XJ8 a reputation as one of the top barges to go for. The model's stiff depreciation means examples in reasonable condition can be had for less than £3500. The XJ8's fuel consumption was never its strongest point; most models average around 22mpg, so be prepared to spend plenty of time at the pumps. Our advice would be to choose a car built after 1999, as engine and timing chain tensioner issues, both common faults on older models, had been largely dealt with.

For It's a big Jag; what's not to love?

Against Pre-2000 models come with
mechanical health warnings



DEALS





BMW 7 Series (E38) 1994-2001

The natural alternative to the Mercedes S-Class, the BMW 7 Series entered production in 1994 and stayed until 2001. You'll probably enjoy better fuel economy than the big Merc (the 728i is reportedly capable of returning well over 30mpg) and the E38 comes out with good results in various consumer reliability surveys, too. Watch out for a 'shimmy' feeling on any test drive,

though; it could mean the steering system or brakes are on their way out. Also, check for leaking cooling and air conditioning systems. Our pick would be the 740i, which gets a 282bhp V8. Examples can be had from £2500. For There are few ways to enter the luxo-barge market for less cash Against You'll wish you'd spent more when the first repair bill arrives

Mercedes-Benz S-Class (W220) 1998-2005

Launched in 1998, the W220 is one of the most widely available ways to get into S-Class ownership. It introduced an array of new technologies to the Mercedes range, including the Comand infotainment system, air suspension and ventilated seats.

The V8-engined S430 offers the best blend of performance and refinement,

and good examples can be found for less than £4500, but the V6-engined S350 has also become popular. Check for damp footwells, which may indicate blocked ventilation ducts, and make sure all the electrics are still working.

For A fine tourer, with plenty of tech Against That on-board tech can go wrong and fixes could be expensive



NEW CARS

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Autocar's star ratings explained

***	0-20% Inherently dangerous/unsafe.
	Tragically, irredeemably flawed.

	significant failings.
******	35-50% Very poor. Fails to meet any
~~~~	accepted class boundaries.
<b>4</b>	50-60% Poor. Within acceptable
***	
	class boundaries in a few areas. Still
	not recommendable.
****	60-65% Off the pace. Below average in
	nearly all areas.
****	65-70% Acceptable. About average in key
	areas, but disappoints.
***	
***	
	in some areas, average in others.
	Outstanding in none.
****	75-80% Good. Competitive in key areas.
****	
~~~~	in key areas, competitive in
	secondary respects.
****	85-92% Excellent. Near class
	leading in key areas, and in some
	ways outstanding.
****	>93% Brilliant, unsurpassed. All but flawless.
~~~~	755 70 Diffillatit, unbul passeu. All but flawless.

Full road test on Ahra

Any car that has had a full Autocar road test is highlighted in yellow.

#### FOR FULL RESULTS see page 83

	Make and Model Price Bhp CO ₂ g/km Insurance group	Make and Model	Price	Bhp	CO ₂ g/km Insurance group	Make and Model	Price	Bhp CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km Insurance group
	芝   佐   岳   8   ビ   ABARTH	VANTAGE 2dr coupé Stuni				.0 TDI 150 SE	£22175			│ 👱 3.0 TDI quattro 245 Black Edit			
	<b>500 3dr hatch</b> Good value hot hatch. In Esseesse trim	a new benchmark for Aston	***	t★☆		2.0 TDI 150 Sport	£23575	148 106	21	A4 AVANT 5dr estate More	appealing	than t	the
	it's great fun to drive ★★★☆ 1.4 T-Jet £14205 133 155 26	4.7 V8 N420 4.7 V8	£96995 £84995			2.0 TDI 150 S line  A3 4dr saloon All the A3's star	£25725 ndard att			saloon. Still not brilliant 1.8 TFSI 170 SE Technik	★★★ £28315		141 24
	<b>500 CONVERTIBLE 2dr open</b> Open-top hot hatch; has a softer ride than the tin-top car ★★★☆☆	4.7 V8 S 5.9 V12	£99995 £13500			saloon body. S3 great looking 1.4 TFSI 150 ACT Sport	£23295			2.0 TDI 150 Black Edition 2.0 TDI 150 S line	£32305 £31230		124 24 124 23
	1.4 16v Turbo T-Jet £16005 133 155 27	5.9 V12 S	£13800			1.6 TDI 110 S line	£25545	108 99	16	2.0 TDI 150 SE	£30155	148	129 23
	PUNTO EVO 3dr hatch Scorpion-badged Punto is fun, but not the most focused hot hatch ★★★☆☆	VANTAGE ROADSTER 2d the Vantage's relaxed nature	ropen D ★★★		suits	1.8 TFSI 180 quattro S line 1.8 TFSI 180 quattro Sport	£30150 £28000			2.0 TDI 150 SE Technik 2.0 TDI 177 SE Technik	£31155 £30620		129 23 126 27
	1.4 Turbo M'Air £16857 161 142 30	4.7 V8	£98995	420		1.8 TFSI 180 Sport	£25075	178 135	23	2.0 TFSI 225 quattro Black Edi	£36575	222	159 33
	ALFA ROMEO	4.7 V8 S 5.9 V12	£11070 £15000			2.0 300 quattro S3 2.0 TDI 150 Sport	£33540 £24745			2.0 TFSI 225 quattro S line 2.0 TFSI 225 quattro SE	£35500 £32945		159 33 159 32
	MITO 3dr hatch Classy, well equipped and cheap. No	DB9 VOLANTE 2dr open			ovement		£25445	148 109	21	2.0 TFSI 225 quattro SE Techni			159 33
	dynamic benchmark ★★★☆  0.9 TB TwinAir 105 Distinctive £16070 103 98 13	dynamically 5.9 V12	£14199	5 470		1.8 TFSI 180 S line 1.6 TDI 110 Sport	£27225 £23395		15	3.0 TDI 245 quattro S line 3.0 TDI 245 quattro SE	£39250 £36695		154 33 154 33
	0.9 TB Twinair 105 Sprint £14870 103 99 13 0.9 TB TwinAir 105 OV Line £16820 103 98 13	DB9 2dr coupé Enchanting Manual the best	looks, but i		hoppy.	2.0 TDI 150 S line  A3 5dr sportback Classy inte	£26895			3.0 TFSI 333 quattro S4 Blk Ed 1.8 TFSI 120 SE	£41685 £25685		180 36 154 19
	1.4 140 M'iair TCT Distinctive £17620 138 124 19	5.9 V12	£13199	5 470		good engines. Second only to the	Golf ★	<b>★★★☆</b>		1.8 TFSI 120 SE Technik	£26685	118	154 19
	1.4 140 M'air TCT OV Line £18370 138 124 20 1.4 170 M'Air O'Verde £20210 168 139 26	VANQUISH 2dr coupé British roads. Looks the busines	A British s. too 🖈			1.4 TFSI 125 S line 1.4 TFSI 125 Sport	£24045 £21895	123 117 123 117		1.8 TFSI 120 S line 1.8 TFSI 120 Black Edition	£28240 £29315		154 20 154 20
	1.3 JTDm-2 85 Sprint £15415 94 90 11	5.9 V12	£18999			1.8 TFSI 180 quattro S line	£29600	178 149	25	1.8 TFSI 170 SE	£27315	158	141 25
	1.3 JTDm-2 85 Distinctive £16655 94 90 11 1.6 JTDm-2 120 D'tive S-S £17820 118 114 19	AUDI				1.8 TFSI 180 S line 1.8 TFSI 180 Sport	£26675 £24525			1.8 TFSI 170 S line 1.8 TFSI 170 Black Edition	£29870 £30945		141 26 141 26
	1.6 JTDm-2 120 OV Line £18570 118 114 20  GIULIETTA 5dr hatch Stylish, rewarding family	A1 3dr hatch Audi's answert	o the Mini.	Fun and	refined	2.0 TDI 150 S line 2.0 TDI 150 SE	£26345 £22795			3.0 TFSI 333 quattro S4 4.2 V8 RS4	£40610 £56545		180 36 249 41
	hatch. A new era for Alfa ★★★☆	1.2 TFSI 86 S line Style Edit	£18450		118 12	2.0 TDI 150 Sport	£24195	148 106	21	2.0 TDIe 136 SE	£28600	134	116 23
		1.4 TFSI 122 S Line Style Edit 1.6 TDI 105 S line Style Editi	£18860 £19510		124 18 99 16	2.0 TDI 184 quattro S line 2.0 TFSI 300 quattro S3	£30525 £31560			2.0 TDIe 136 SE Technik 2.0 TDI 163 ultra SE	£29600 £29620		116 23 114 27
	1.4 TB 120 Progression £18240 118 149 16	1.2 TFSI 86 SE	£14115	84	118 9	1.2 TFSI 110 SE	£19195	108 114	14	2.0 TDI 163 ultra SE Technik	£30620	161	114 27
		1.2 TFSI 86 Sport 1.2 TFSI 86 S line	£15955 £17500		118 9 118 9	1.2 TFSI 110 Sport 1.2 TFSI 110 S line	£20595 £22745			2.0 TDI 177 S line 2.0 TDI 177 Black Edition	£32175 £33250		126 27 126 28
	1.4 TB Multiair 170 Excl. £22740 168 134 23	1.4 TFSI 122 Sport	£16365	121	124 15	1.4 TFSI 125 SE	£20495	123 117	16	2.0 TDI 177 quattro SE	£31180	175	139 27
		1.4 TFSI 122 Sport auto 1.4 TFSI 122 S line	£17815 £17910		119 15 124 16	1.4 TFSI 150 SE ACT 1.4 TFSI 150 Sport ACT	£21345 £22745			2.0 TDI 177 quattro SE Technik 2.0 TDI 177 quattro S line	£32180		139 27 139 27
		1.4 TFSI 122 S line auto 1.4 TFSI 140 Sport ACT	£19360 £17215		122 16 109 21	1.4 TFSI 150 S line ACT 1.8 TFSI 180 quattro Sport	£24895 £27450			2.0 TDI 177 quattro Black Edit 3.0 TDI 245 quattro Black Edit			139 28
	1.6 JDTM 105 Distinctive £20420 103 114 16	1.4 TFSI 140 S line ACT	£18760	138	109 21	1.6 TDI 110 SE	£21445	108 99	16	A4 ALLROAD 5dr estate			
		1.4 TFSI 140 Black Edition ACT 1.4 TFSI 185 S line auto	£20010 £21420		109 22 139 28	1.6 TDI 110 Sport 1.6 TDI 110 S line	£22845 £24995			★★★☆☆ 2.0 TFSI 225 quattro	£33950	222	164 33
	2.0 JTDM 150 Excl. £23470 148 110 20	1.4 TFSI 185 Black Edition aut	£22670	121	139 28	2.0 TDI 184 Sport	£25465	175 110	27	2.0 TDI 177 quattro	£32235	175	153 27
	2.0 JTDM 150 Sportiva Nav £25220 148 110 20  4C 2dr coupé A singular statement. Flawed, perhaps,	2.0 TFSI 231 S1 1.6 TDI 105 SE	£25380 £15175		162 33 99 14	2.0 TDI 184 quattro Sport 2.0 TDI 184 S line	£28375 £27615			3.0 TDI V6 245 quattro  A5 5dr sportback Refined for	£37700 ir-door co		161 33 ut short
	but the best current Alfa by miles ★★★★	1.6 TDI 105 Sport	£17015	103	99 14	A3 CABRIOLET 2dr open	A measu	red success,	but	on genuine charm or finesse	***	**	7
		1.6 TDI 105 S line 2.0 TDI 143 Sport	£18560 £18640		99 15 108 21	the usual sacrifices make it fun fr 1.4 TFSI 150 S line	£29635	<u>★★★☆</u> 148 114		1.8 TFSI 170 Black Edition 1.8 TFSI 170 SE Technik	£32615 £29900		136 27 136 27
	ALPINA  B3 2dr coupé Rapid, usable and cheaper alternative to	2.0 TDI 143 S line 2.0 TDI 143 Black Edition	£20185 £21435		108 21 108 21	1.4 TFSI 150 SE 1.4 TFSI 150 Sport	£26085 £27485			2.0 TDI 150 2.0 TDI 150 Black Edition	£30100 £35935		127 24 127 24
	an M3 ★★★☆	A1 5dr sportback Rear door	s add conv	enience		1.8 TFSI 180 S line Au	£32895	178 133	29	2.0 TDI 150 S line	£34860	148	127 24
	3.0 S Biturbo £51350 394 224 - B3 4dr saloon Rapid, usable and cheaper alternative to	attractive package 1.2 TFSI 86 S line Style Editi	£19070		118 12	1.8 TFSI 180 Sport Au 2.0 TDI 150 S line	£30745 £31085			2.0 TDI 150 SE 2.0 TDI 150 SE Technik	£31870 £33220		127 23 127 23
	<u>an M3</u> ★★★☆	1.4 TFSI 122 S line Style Edit	£19480	121	126 18	2.0 TDI 150 SE	£27535	148 110	24	2.0 TDI 177 Black Edition	£34885	175	120 28
	3.0 S Biturbo £50350 394 224 -  B3 CONVERTIBLE 2dr open Rapid, usable, cheaper	1.4 TFSI 140 Black Edition ACT 1.4 TFSI 140 S line ACT	£20630 £19380		113 22 113 21	2.0 TDI 150 Sport 1.8 TFSI 180 Sport	£28935 £29265			2.0 TDI 177 quattro Black Edit 2.0 TDI 177 quattro S line	£36540 £35465		134 28 134 28
	alternative to an M3. ★★★☆ 3.0 S Biturbo £56450 394 225 -	1.4 TFSI 140 Sport ACT 1.4 TFSI 185 Black Edition	£17835 £23290		109 21 139 29	1.8 TFSI 180 quattro Sport 1.8 TFSI 180 S line	£32225 £31415			2.0 TDI 177 quattro SE 2.0 TDI 177 quattro SE Technik	£32475 £33825		134 27 134 27
	B3 TOURING 5dr estate Rapid, usable and cheaper	1.6 TDI 105 S line Style Editi	£20130	103	99 16	1.8 TFSI 180 quattro S line	£34375	178 154	32	2.0 TDI 177 SE Technik	£32170	175	120 28
	alternative to an M3. ★★★☆  3.0 \$ Biturbo £51350 394 225 -	2.0 TDI 143 Black Edition 1.2 TFSI 86 SE	£22055 £14735		108 22 118 9	1.6 TDI 110 SE 1.6 TDI 110 Sport	£26185 £27585			2.0 TDle 136 2.0 TDle 136 S line	£28195 £32265		117 23 117 24
	B5 4dr saloon Huge pace, but let down by uninvolving	1.2 TFSI 86 Sport	£16575	84	118 9	1.6 TDI 110 S line	£29735	108 104	20	2.0 TDIe 136 SE	£29965	138	117 23
	dynamics ★★★☆☆ <b>B5 Biturbo</b> £71950 507 252 -	1.2 TFSI 86 S line 1.4 TFSI 122 Sport	£18120 £16985		118 9 126 15	A4 4dr saloon Highly compete leaves the dynamic finesse to its				2.0 TDle 136 SE Technik 2.0 TFSI 225 quattro Black Edi	£31315 £37325		117 24 152 33
	B5 Biturbo £71950 500 252 -  B5 TOURING 5dr estate Huge pace, but let down by	1.4 TFSI 122 S line	£18530		126 16	2.0 TDI 150 Black Edition 2.0 TDI 150 S line	£31005	148 119	24	2.0 TFSI 225 quattro S line	£36250		152 33 152 33
	uninvolving dynamics ★★★☆☆	1.4 TFSI 185 S line 2.0 TFSI 231 S1	£22040 £26110	228	139 28 166 33	2.0 TDI 150 SE	£29930 £28855	148 127	23	2.0 TFSI 225 quattro SE 2.0 TFSI 225 quattro SE Techni		222	152 33
	B5 Biturbo £71950 500 255 - B7 4dr saloon Makes sense on an autobahn but not for	1.6 TDI 105 SE 1.6 TDI 105 Sport	£15795 £17635		99 14 99 14	2.0 TDI 150 SE Technik 2.0 TDI 177 SE Technik	£29855 £29320			3.0 TDI 204 Black Edition 3.0 TDI 245 quattro Black Edit	£38485 £42010		129 30 149 35
	the UK ★★★☆☆	1.6 TDI 105 S line	£19180	103	99 15	2.0 TFSI 225 quattro Black Edi	£35275	222 155	33	3.0 TFSI 333 quattro S5 Black	£43940	328	179 41
	4.4 V8 Switch-tronic £95850 500 282 - 4.4 V8 Switch-tronic LWB £98850 500 282 -	2.0 TDI 143 Sport 2.0 TDI 143 S line	£19260 £20805		108 21 108 21	2.0 TFSI 225 quattro S line 2.0 TFSI 225 quattro SE	£34200 £31645			1.8 TFSI 170 1.8 TFSI 170 SE	£26780 £28550		136 26 136 26
	D3 4dr saloon Precise dynamics with added Alpina	A3 3dr hatch Classy interior	, stable ha	ndling a	nd good	2.0 TFSI 225 quattro SE Techni	£32645	222 155	33	1.8 TFSI 170 S line	£31540	168	136 27
	kudos and a great engine         ★ ★ ★ ☆           3.0D Biturbo         £46950         345         139         50	engines. Second only to the Gold 1.2 TFSI 110 SE				1.8 TFSI 120 SE 1.8 TFSI 120 SE Technik	£25385	118 151	19	3.0 TFSI 333 quattro S5 2.0 TDI 177	£42865 £29050		
	D5 4dr saloon Rapid, usable and cheaper alternative to an M5 ★★★☆	2.0 TDI 184 quattro S line 2.0 TDI 184 quattro Sport	£29905 £27755			1.8 TFSI 120 S line 1.8 TFSI 120 Black Edition		118 151 118 151		2.0 TDI 177 SE 2.0 TDI 177 S line	£30820 £33810		
	3.0 Bi-Turbo £55950 340 155 -	2.0 TDI 184 S line	£26995	148	108 28	1.8 TFSI 170 SE	£26000	168 134	25	3.0 TDI 204 S line	£37410	201	129 30
	<b>XD3 5dr 4x4</b> Alpina's first SUV is a triumph. Hugely fast, capable and desirable ★★★★	2.0 TDI 184 Sport 2.0 TFSI 300 quattro S3	£24845 £30940	148 296	108 27 162 36	1.8 TFSI 170 SE Technik 1.8 TFSI 170 S line		168 134 168 134		3.0 TDI 245 quattro S line A5 2dr coupé High class, goo	£40935 d-looking		
s.		1.2 TFSI 110 Sport	£19975	108	114 14	1.8 TFSI 170 Black Edition	£29630	168 134	26	for the thrill seeker	***	t Art	7
	ARIEL	1.2 TFSI 110 S line 1.4 TFSI 125 SE			114 15 117 16	3.0 V6 333 S4 3.0 V6 333 S4 Black Edition	£40385	328 178 328 178	36	1.8 TFSI 170 Black Edition 1.8 TFSI 170 S line	£32865 £31790	168	134 27
	ATOM Odr open Superbike fast track mentalism. As exhilarating as cars get ★★★☆	1.4 TFSI 125 Sport 1.4 TFSI 125 S line	£21275	123	117 16	2.0 TDIe 136 SE Technik	£28300	134 112	23	2.0 TFSI 225 quattro Black Edi	£37575	222	152 34
	245 £29321 245	1.4 TFSI 150 SE ACT	£20725	148	109 21	2.0 TDIe 136 SE 2.0 TDI 163 ultra SE	£28320	161 109	27	2.0 TFSI 225 quattro S line 2.0 TFSI 225 quattro SE	£36500 £33910	222	152 33
	245         £29321         245         -         -           300         £34319         300         -         -           V8         £150000         500         -         -	1.4 TFSI 150 Sport ACT 1.4 TFSI 150 S line ACT				2.0 TDI 163 ultra SE Technik 2.0 TDI 177 S line	£29320 £30875	161 109 175 120	27	2.0 TFSI 225 quattro SE 1.8 TFSI 170 SE 3.0 TFSI 333 S5	£29200 £43665		
		1.8 TFSI 180 Sport	£23905	178	135 23	2.0 IDI I// Black Edition	£31950	175 120	28	3.0 IFSI 333 55 Black Edition	£44740	328	178 42
		1.8 TFSI 180 quattro Sport 1.8 TFSI 180 S line			149 25 135 24	2.0 TDI quattro 177 SE 2.0 TDI quattro 177 SE Technik 2.0 TDI quattro 177 S line	£29880 £30880	175 134 175 134	27	4.2 V8 RS5 2.0 TDI 163 ultra SE	£59870 £31470		
	cal, but just as charming       ★★★☆         5.9 V12 S       £149995 550 355 -	1.8 TFSI 180 quattro S line 1.6 TDI 110 SE	£28980	178	149 25	2.0 TDI quattro 177 S line 2.0 TDI quattro 177 Black Edit	£32435	175 134	27	2.0 TDI 177 SE	£31470	175	120 28
	3.7 TIL 3 £147770 00U 300 -	1.6 TDI 110 Sport	£20825 £22225	108	99 15	3.0 TDI quattro 245 SE	£35360	237 149	33	2.0 TDI 177 S line 2.0 TDI 177 Black Edition	£34060 £35135	175	120 29
		1.6 TDI 110 S line				3.0 TDI quattro 245 S line				2.0 TDI 177 quattro SE	£33125	175	134 28



The Audi A5 Coupé S line. From £359 per month.*

Business users only with Contract Hire.

del	del	da da	ap di
Make and Model Price Bhp Insurance group	Make and Model Price Bhp CO ₂ g/km	Make and Model Price Bhp CO ₂ g/km insurance group	Make and Model Price Bhp CO ₂ g/km Insurance group
Make and N Price Bhp CO ₂ g/km Insurance g	Make and N Price Bhp CO ₂ g/km	Make and N Price Bitp CO ₂ g/km Insurance g	Make and Price Price CO ₂ g/km
Make Price Bhp CO ₂ g	Make Price Bhp CO ₂ g	Make Price Bhp CO ₂ g	Make Price Bhp CO ₂ g
2.0 TDI 177 quattro S line £35715 175 134 28	A8 4dr saloon Stylish, comfortable and solid. A	5.2 FSI 550 V10 Plus £126835 543 346 50	118d SE £22505 141 109 19
2.0 TDI 177 quattro Black Edit £36790 175 134 29 3.0 TDI 204 S line £37660 201 129 30	convincing exec saloon         ★★★☆           3.0 TDI 258 quattro SE Exec         £62185         247         155         46	R8 SPYDER 2dr open Great noise, and loses little of the coupe's poise ★★★★	118d Sport         £23505         141         115         20           118d M Sport         £24950         141         115         20
3.0 TDI 204 Black Edition £38735 201 129 30 3.0 TDI 245 quattro S line £41185 242 149 35	2.0 TFSI 245 Hybrid £64280 208 144 42 2.0 TFSI 245 Hybrid L £68245 208 146 43	4.2 FSI 430 V8 £102385 424 337 50 5.2 FSI 525 VIO £123485 518 349 50	118d Urban         £23505         141         115         20           120d SE         £23955         181         114         24
	3.0 TFSI 310 quattro SE Exec £64290 309 183 46		120d xDrive SE £25455 181 123 23
A5 CABRIOLET 2dr open Appealing. Lower- powered, steel-sprung trim's best ★★★☆	3.0 TFSI 310 quattro Sport Exe £67890 308 183 46 4.0 TFSI 435 quattro SE Exec L £76160 429 216 49	■ 37.X MONO 2dr open An F-22 Raptor for the road. Only	120d Sport         £24955         181         119         24           120d M Sport         £26400         181         119         24
1.8 TFSI 170 S line £35570 168 143 29	4.0 TFSI 435 quattro Sport Exe £79760 429 216 49	better built ★★★★☆	125d M Sport £28295 215 128 31
1.8 TFSI 170 S line Special Ed £36695 168 143 29 2.0 TDI 150 S line £37395 148 124 27		Mono 2.3 £111168 280	2 SERIES 2dr coupé A proper compact coupé now. The M235i is one of the best BMWs period ★★★★
2.0 TDI 150 S line Special Edi £38520 148 124 27	3.0 TDI 258 quattro SE £59580 254 155 46	BENTLEY	225d M Sport £32120 215 124 33
2.0 TDI 150 SE £34145 148 124 27 2.0 TDI 177 S line Special Edi £38950 175 127 30	3.0 TDI 258 quattro SE L £63545 254 158 46 3.0 TDI 258 quattro SE Exec L £66150 247 158 46	V8-inspired reboot ★★★★☆	220i Sport         £26195         215         148         25           220i M Sport         £27545         215         148         26
2.0 TFSI 225 quattro S line £41745 222 159 37 2.0 TFSI 225 quattro S line Sp £42870 222 159 37		6.0 W12 GT Speed £151100 616 338 50 4.0 V8 £123850 500 246 50	228i M Sport         £28410         242         154         30           M235i         £34535         326         189         39
	4.2 TDI 385 quattro SE Exec £72790 380 194 50	4.0 V8 S £139000 521 246 50	218d SE £24415 141 119 20
2.0 TFSI 225 S line £38705 222 148 36 2.0 TFSI 225 S line Special Ed £39830 222 148 36	4.2 TDI 385 quattro SE Ex L £76755 346 197 50 4.2 TDI 385 quattro Sport Exec £76390 380 194 50	6.0 W12 £136710 567 385 50 CONTINENTAL GT CONVERTIBLE 2dr open A	218d Sport £25415 141 119 20 218d M Sport £26765 141 119 21
2.0 TFSI 225 SE £35455 222 148 35	4.2 TDI 385 quattro Sport Ex L £80355 380 197 50	brilliant Audi V8-inspired reboot ★★★☆	220d Sport £27015 181 115 25
3.0 TDI 204 S line Special Edi £42680 201 138 34 3.0 TDI 245 quattro S line Spe £46110 242 154 40	Q3 5dr 4x4 Typically refined and competent, but feels more A3 than SUV ★★★☆	4.0 V8 £136250 500 254 50 4.0 V8 \$ £152900 521 254 50	220d M Sport £28365 181 115 25 2 SERIES CONVERTIBLE 2dr open Doesn't quite
1.8 TFSI 170 SE £32320 168 143 28	1.4 TFSI 150 S line £26625 138 137 20	6.0 W12 Speed £167900 616 347 50	replicate the coupe's verve, but still good $\star \star \star \star$
3.0 TFSI 333 S5 £46770 328 184 42 4.2 V8 RS5 £69505 444 249 47		MULSANNE 4dr saloon Effortless and graceful.  Great driving position ★★★☆☆	220d M Sport £31315 181 124 27 220d Sport £29965 181 124 27
2.0 TDI 177 SE £34575 175 127 29	2.0 TDI 140 quattro S line £29795 138 149 18	6.75 V8 £224700 506 393 -	220i M Sport £30530 215 159 29
2.0 TDI 177 \$ line £37825 175 127 30 3.0 TDI 204 \$ line £41555 201 138 33	2.0 TDI 140 quattro SE £27045 138 149 18 2.0 TDI 177 quattro S li Plus £33085 175 148 23	Superb inside. As it should be ★★★☆	220i Sport         £29180         215         159         28           228i M Sport         £31550         242         159         33
3.0 TDI 245 quattro S line £44985 242 154 39  A6 4dr saloon The best sprung Audi saloon, and one of		4.0 V8 £136000 500 254 50 6.0 W12 £140900 616 343 50	M235i £37710 326 199 40 220i Luxury £30180 215 159 28
the most appealing full stop. ★★★☆	2.0 TFSI 170 quattro S li Plus £31840 168 174 24	6.0 W12 Mulliner £150220 616 343 50	220d Luxury £30965 181 124 27
3.0 BiTDI 320 quattro Black Ed £50750 316 164 44 3.0 BiTDI 320 quattro S line £48575 316 159 43		вмw	2 SERIES ACTIVE TOURER 5dr mpv BMW's front-drive hatch is a proper contender ★★★☆
3.0 TDI 218 Black Edition £42720 215 127 35	2.0 TFSI 170 quattro S line £29490 168 174 20	13 5dr hatch Superb really, but pricey and not free from	218i SE £22125 134 115 15
3.0 TDI 218 quattro Black Edn £44480 215 138 40 3.0 TDI 218 quattro S line £42305 215 133 39		the usual electric car practicality issues * * * * * *  i3 EV £30680 168 0 21	218i Sport £23375 134 115 15 218i Luxury £24125 134 115 16
3.0 TDI 218 quattro SE £39855 215 133 39	2.5 TFSI RS £43015 306 206 37	i3 EV Range Extender £33830 168 13 21	218i M Sport £25125 134 120 16
3.0 TDI 272 quattro Black Edn £46040 268 138 42 4.0 TFSI 450 S6 £56000 429 214 42		<b>1 SERIES 3dr hatch</b> Measures up on space and comfort now. Still no 3 Series ★★★☆	218d SE         £24205         148 109 17           218d Sport         £25455         148 109 18
2.0 TDI 190 Ultra SE £31955 187 113 32	2.0 TDI 177 quattro SE £27985 175 148 21	118i M Sport £24390 215 137 22	218d Luxury £26205 148 109 18
2.0 TDI 190 Ultra S line £34405 187 114 33 2.0 TDI 190 Ultra Black Edtn £36580 187 119 33	2.0 TDI 177 quattro S line £30735 175 148 21  05 5dr 4x4 Exceptionally good handling for an SUV, but	114i ES         £17775         101         127         12           114i SE         £18345         101         127         12	218d M Sport £27205 148 114 18  3 Series 4dr Saloon A new standard. Almost flawless
3.0 TDI 218 SE £38095 215 122 34 3.0 TDI 218 S line £40545 215 122 35	very compromised ride ★★★☆  2.0 TFSI 180 quattro S line PI £36270 178 174 29	114i Sport         £19475         101         132         13           116i SE         £19895         134         125         17	in every regard *****  320d EfficientDynamics Busines £30175 161 109 31
3.0 TDI 272 quattro SE £41415 268 133 41	2.0 TFSI 180 quattro SE £31370 178 174 28	116i Sport £21025 134 131 18	320d xDrive SE £30275 181 128 30
3.0 TDI 272 quattro S line £43865 268 133 42 3.0 BiTDI 320 quattro SE £46125 316 159 43		116i M Sport         £22470         134         131         18           116i Urban         £21025         134         131         18	325d Luxury £33075 218 129 36 325d M Sport £33575 218 129 36
A6 AVANT 5dr estate A capable stress buster; BiTDi	2.0 TFSI 225 quattro S line £35120 222 174 29	118i SE £21945 134 132 22	325d SE £30575 218 129 35
a giant killer ★★★☆  3.0 BiTDI 320 quattro Black Ed £52860 316 169 44	2.0 TFSI 225 q'tro \$ line Plus £37620 222 174 30 2.0 TDI 150 quattro \$E £31635 148 154 21	118i Sport         £22945         134         137         22           125i M Sport         £26025         215         154         30	335d xDrive Luxury £41020 313 143 43 335d xDrive M Sport £41520 313 143 43
3.0 BiTDI 320 quattro \$ line £50575 316 164 43	2.0 TDI 150 quattro S line £34035 148 154 21	M135i £30845 315 188 39	ActiveHybrid 3 Luxury £43185 306 139 39
3.0 TDI 218 Black Edition £44720 215 130 35 3.0 TDI 218 quattro Black Edn £46495 215 144 40		114d ES         £19410         94         109 14           114d SE         £19980         94         109 14	ActiveHybrid 3 M Sport £43685 306 139 39 ActiveHybrid 3 SE £40685 306 139 38
3.0 TDI 218 quattro S line £44305 215 138 39 3.0 TDI 218 quattro SE £41855 215 138 39	2.0 TDI 177 quattro S line £35010 175 154 25	114d Sport         £20980         94         112 15           116d SE         £20830         114 109 15	316i ES £23555 134 137 23 316i SE £24405 134 137 23
3.0 TDI 272 quattro Black Edn £48055 268 144 42	3.0 TDI 245 quattro SE £38370 241 169 33	116d Sport £21830 114 114 16	316i Sport £25405 134 137 23
4.0 TFSI 560 RS6 £77795 552 223 50 4.0 TFSI 450 S6 £58000 429 219 47		116d M Sport         £23275         114         114         16           116d Urban         £21830         114         114         16	320i SE £26570 181 147 30 320i Sport £27570 181 147 30
2.0 TDI 190 Ultra SE £33955 187 118 32	3.0 BiTDI 313 S05 £44715 309 179 41	116d EfficientDynamics £20830 114 99 15	320i Luxury £29070 181 147 31
2.0 TDI 190 Ultra S line £36405 187 119 33 2.0 TDI 190 Ultra Black Edtn £38580 187 124 33	Q7 5dr 4x4 Seven-seat SUV feels its bulk. A BMW X5 or Land Rover is better ★★☆☆	118d SE         £21975         141         109         19           118d Sport         £22975         141         115         20	320i M Sport         £29570         181         147         31           320i xDrive SE         £28105         181         159         30
<b>3.0 TDI 218 SE</b> £40095 215 125 34	3.0 TDI 204 S line Plus £50055 201 189 37	118d M Sport £24420 141 115 20	320i xDrive Sport £29105 181 159 30
3.0 TDI 218 S line £42545 215 125 35 3.0 TDI 272 quattro SE £43415 268 138 41	3.0 TDI 245 S line Plus £51485 237 195 41 3.0 TDI 245 S Line Sport Editi £54485 237 195 41	118d Urban         £22975         141         115         20           120d SE         £23425         181         114         24	320i xDrive Luxury £30605 181 159 31 320i xDrive M Sport £31105 181 159 31
	3.0 TDI 245 S Line Style Editi £52985 237 195 41	120d Sport £24425 181 119 24	328i SE £29770 242 149 35 328i Sport £30770 242 149 34
A6 ALLROAD 5dr estate Rugged 4x4 A6. Even more		120d M Sport         £25870         181         119         24           125d M Sport         £27765         215         128         31	328i Luxury £32270 242 149 36
pricey ★★★☆ 3.0 TDI 204 quattro £43810 201 159 31		1 SERIES 5dr hatch Measures up on space and comfort now. Still no 3 Series ★★★☆	328i M Sport £32770 242 149 36 335i Luxury £37760 302 186 38
3.0 TDI 245 quattro £45350 241 165 36	3.0 TDI 204 S line £45555 237 189 36	116d Eff Dynamics Business £22760 114 99 15	335i M Sport £38260 302 186 38
3.0 BiTDI 313 quattro £50115 308 176 41  A7 SPORTBACK 5dr hatch A good mix of luxury,	3.0 TDI 245 S line £46985 237 195 40 4.2 TDI 340 S line £56620 335 242 45	120d xDrive M Sport         £27900         181         126         24           120d xDrive Sport         £26455         181         126         24	M3 £56190 425 204 49 316d ES £25575 114 118 20
practicality and power ★★★☆	TT 2dr coupé TT finds its mojo at last. Drive experience	114i ES £18305 101 127 12	316d SE £26425 114 118 20
3.0 BiTDI 313 quattro Black Ed £56800 309 166 42 3.0 BiTDI 313 quattro S line £54450 309 166 42	2.0 TFSI Sport £29860 228 137 -		316d Sport £27425 114 118 20 318d SE £27675 141 118 24
	2.0 TFSI Sport quattro £32785 228 149 -		318d Sport £28675 141 118 24
3.0 TDI 204 quattro Black Edit £50585 201 152 36	2.0 TFSI S line quattro £35335 228 149 -	116i M Sport £23000 134 131 18	318d M Sport £30675 141 118 25
3.0 TDI 204 quattro S line £48235 201 152 36 3.0 TDI 204 quattro SE £46445 201 152 35		116i Urban         £21555         134         131         18           118i SE         £22475         168         132         22	320d Efficient Dynamics £28775 161 109 31 320d SE £28775 181 120 31
3.0 TDI 245 quattro Black Edit £53155 242 156 41	TT ROADSTER 2dr open Heavier and wobblier, but	118i Sport £23475 168 137 22	<b>320d Sport</b> £29775 181 120 31
3.0 TFSI 310 quattro Black Edi £53260 296 190 41 3.0 TFSI 310 quattro SE £49120 296 190 40	still as competent as they come ★★★☆  2.0 TDI ultra 184 S line £34505 181 114 36	118i M Sport         £24920         168         137         22           125i M Sport         £26555         215         154         30	320d Luxury £31275 181 120 32 320d M Sport £31775 181 120 32
3.0 TFSI 310 quattro S line £50910 296 190 41	2.0 TDI ultra 184 Sport £31955 181 114 35	M135i £31375 315 188 39	320d xDrive Sport £31275 181 128 30
	2.0 TFSI 230 quattro S line £37555 228 154 39 2.0 TFSI 230 quattro Sport £35005 228 154 38	114d ES         £19940         94         109 14           114d SE         £20510         94         109 14	320d xDrive Luxury £32775 181 128 31 320d xDrive M Sport £33275 181 128 31
3.0 TDI 204 SE £44765 201 135 33	2.0 TFSI 230 S line £34595 228 140 38	114d Sport £21510 94 112 15	330d SE £33975 255 129 38
	R8 2dr coupé Usable, but no less involving and		330d Luxury         £36475         255         129         38           330d M Sport         £36975         255         129         38
3.0 TDI 245 S line quattro £50805 242 156 41	dramatic for it. V10 is brutal  4.2 FSI 430 V8  €93735 424 332 50		330d xDrive SE £35605 255 137 40 330d xDrive Luxury £38105 255 137 41
	5.2 FSI 525 VIO £114835 518 346 50	116d Efficient Dynamics £21360 114 99 15	

## Large crossovers

**AUTOCAR TOP FIVES** 

Ford Kuga From £21,000 Although bigger outside and bolder in than before, it's the Kuga's unmatched handling that puts it top again. ★★★★☆



Hyundai Santa Fe From £27,000 Close to top here. Styling, quality and usability all exemplary. Available with seven seats, too. Pricey, though. ★★★★☆



Mazda CX-5 From £21,000 Bigger than you'd think and probably better. Skyactiv diesel engine is one of the best; interior less compelling. ★★★☆



From £21,000 Honda CR-V Decent, but incredibly sensitive to spec. Get it right and it'll measure up. Get it wrong and it probably won't. ★★★☆☆



Mitsubishi Outlander PHEV From £32,000 Ignore the initial outlay and what you get is an SUV with plug-in hybrid running costs − if used considerately. ★★★☆



This includes MMI Navigation system plus, Xenon Plus headlights, Fine Nappa leather upholstery and 18" alloy wheels. And a rather attractive Audi to call your own.

#### **NEW CARS A-Z**

e and Model	Price Bhp CO ₂ g/km Insurance group	e and Model		CO ₂ g/km Insurance group	e and Model		g/km rance group	e and Model	Price Bhp CO ₂ g/km Insurance group	Make and Model Price Bhp Insurance group	e and Model	Price Bhp CO ₂ g/km Insurance group
Make	Price Bhp CO ₂ c	Make	Price Bhp	CO ₂	Make	Price	CO 2	Make	Price Bhp CO ₂ c	Make Price Bhp CO ₂ g	Make	Price Bhp CO ₂ g
3 SERIES 5dr touring More		420i xDrive Luxury 420i xDrive M Sport			520i M Sport		181 159 37	740i M Sport 740Li M Sport	£66950 316 184 46 £69950 316 184 47		1.6 THP 155 Excl.	£20195 154 148 22
wow factor, but still as good as it 316i ES	£24870 136 143 23		£33960 18 £32820 24	11 162 31 12 154 33	528i SE 528i Luxury		242 142 40 242 147 41	750i SE	£69950 316 184 47 £71515 443 199 48	fiendishly clever. Cheap to run, too ★★★★  1.5 £99845 357 49 50	1.6 HDi 90 VTR 1.6 HDi 90 VTR+	£16355 91 104 15 £18105 91 104 16
316i SE	£25720 136 143 23		£34320 24		528i M Sport		242 152 41	750i M Sport	£76790 443 199 49	CATERHAM	1.6 e-HDi 115 VTR+	£18965 110 97 18
316i Sport 320d EfficientDynamics	£26720 136 143 23 £30075 161 112 31				535i Luxury 550i Luxury		302 174 42 402 199 46	760Li SE 760Li M Sport	£102015 537 314 50 £104260 537 314 50	SEVEN 2dr open Pound for pound, still the most	1.6 e-HDi 115 Excl. 2.0 HDi 150 Excl.	£20365 110 100 18 £21185 148 130 23
320d EfficientDynamics Busine			£41025 30		550i M Sport		402 206 46	730d SE	£58275 255 148 45	compelling way to spend five figures ★★★☆	C4 CACTUS 5dr hatch Into	
320d Sport 320d xDrive SE	£31075 181 125 31 £31705 181 133 30		£41665 30 £56650 42		ActiveHybrid 5 SE ActiveHybrid 5 Luxury		335 149 44 335 159 44	730Ld SE 730d M Sport	£61375 255 148 46 £63550 255 148 46		typically flawed to drive 1.2 PureTech 75 Touch	★★★☆☆ £12990 74 105 9
320i SE 320i xDrive Luxury	£27905 181 152 30 £31905 181 160 31		£31795 18 £33295 18	11 124 29 11 124 30	ActiveHybrid 5 M Sport 4.4 V8 M5		335 163 44 552 232 48	730Ld M Sport 740d SE	£66650 255 148 46 £65465 309 149 47		1.2 PureTech 82 Touch 1.2 PureTech 82 Feel	£13390 81 105 9 £14590 81 105 9
320i xDrive M Sport	£32405 181 160 31		£34295 18	1 124 30	518d SE		141 114 30	740d M Sport	£70740 309 149 48		1.2 PureTech 82 Flair	£15990 81 107 10
320i xDrive SE	£29405 181 160 30 £30405 181 160 30		£34795 18 £33295 18		518d Luxury 518d M Sport		141 119 31 141 124 31	ActiveHybrid 7 SE ActiveHybrid 7L SE	£66200 459 158 47 £69300 459 158 48		1.2 PureTech 110 Feel S-S 1.2 PureTech 110 Flair S-S	£15790 109 107 15 £17190 109 107 16
320i xDrive Sport 325d Luxury	£34505 215 134 36	420d xDrive Sport	£34795 18		520d SE		181 114 33	ActiveHybrid 7L M Sport	£74575 459 158 48		1.6 Blue HDi 100 Touch	£15390 99 87 18
325d M Sport 325d SE	£35005 215 134 36 £32005 215 134 35		£35795 18 £36295 18		520d Luxury 520d M Sport		181 119 34 181 124 34	X1 5dr 4x4 Odd SUV best as re drive, poor cabin finish	ear-wheel drive. Good ★★★☆	CHEVROLET	1.6 Blue HDi 100 Feel 1.6 Blue HDi 100 Flair	£16590 99 87 18 £17990 99 89 18
328i SE	£31105 242 159 35		£34730 21				215 129 39	xDrive 25d xLine		CORVETTE 2dr coupé Left-hand drive heavy hitter.	1.6 e-HDi 92 Feel ETG6	£16790 89 92 16
328i Sport	£32105 242 159 34		£36230 21 £37230 21		525d Luxury		215 134 40	xDrive 20i SE	£27280 181 176 28 £28280 181 176 28		1.6 e-HDi 92 Flair ETG6 C5 4dr saloon Spacious and	£18190 89 94 16
330d xDrive SE 335d xDrive Luxury	£36920 255 142 40 £42320 309 148 43		£37730 21		525d M Sport 530d SE			xDrive 20i Sport xDrive 20i xLine	£28280 181 176 28 £29280 181 179 28		interesting Mondeo rival	COILITY. AIT ETTECTIVE ATTU
335d xDrive M Sport	£42820 309 148 43	430d Luxury	£39615 25	5 129 40	530d M Sport	£44270	241 144 43	xDrive 20i M Sport	£30280 181 179 28	7.0 V8 Z06 £84238 505 350 50	1.6 HDi 115 VTR	£21470 107 125 20
335i Luxury 335i M Sport	£39060 302 189 37 £39560 302 189 38	430d xDrive M Sport	£41245 25 £41760 25		535d Luxury 535d M Sport		308 143 45 308 148 45	sDrive 16d SE sDrive 18d SE	£24230 114 128 18 £25330 141 128 22		1.6 e-HDi 115 ETG6 VTR+ 2.0 HDi 160 VTR+	£23370 109 117 22 £24070 161 129 28
320i Sport	£28905 181 152 30	435d xDrive Luxury	£44545 30	8 143 41	<b>5 SERIES TOURING 5dr</b>	<b>estate</b> Grea	t overall	sDrive 18d Sport	£26330 141 128 22	CHRYSLER	2.0 HDi 160 Excl.	£25670 161 129 25
320i Luxury 320i M Sport	£30405 181 152 31 £30905 181 152 31		£45045 30 ality product to be		package. 520d the best 518d M Sport	£35865		sDrive 18d M Sport xDrive 18d SE	£28330 141 128 22 £26830 141 144 22		C5 5dr estate Spacious and interesting Mondeo rival	comfy. An effective and  ★★★☆
328i Luxury	£33605 242 159 36	some of the verve has gone wi	ith the roof ★ 🖈	***	530d Luxury	£46470	241 144 43	xDrive 18d Sport	£27830 141 144 22	suit everyone ★★★☆☆	1.6 HDi 115 VTR	£22570 113 125 20
328i M Sport 316d ES	£34105 242 159 36 £26875 114 123 20		£39880 18 £40380 18	11 133 31	535d Luxury 535i Luxury			xDrive 18d xLine xDrive 18d M Sport	£28830 141 144 22 £29830 141 144 22			£24470 107 117 22 £25180 161 133 28
316d SE	£27725 114 123 20	420d SE	£37380 18	11 133 30	535i M Sport	£46940	302 179 42	sDrive 20d Efficient Dynamics	£26760 161 119 24	1.3 Multijet S-Series £14995 94 99 11	2.0 HDi 160 Excl.	£26780 161 133 25
316d Sport 318d SE	£28725 114 123 20 £28975 141 123 24		£38880 18 £40220 24		520i SE 520i Luxury		181 157 36 181 162 37	sDrive 20d Eff. Dyn. Business sDrive 20d SE	£28160 181 119 24 £26760 181 129 24		DS3 3dr hatch Jack of all tra styling	ades, master of none. Nice ★★★☆☆
318d Sport	£29975 141 123 24	428i M Sport	£40720 24	2 163 37	520i M Sport	£38165	181 162 37	sDrive 20d Sport	£27760 181 129 25	1.2 SE S-S £12050 68 118 4	1.2 VTi 82 DSign	£12865 81 104 9
318d Luxury 318d M Sport	£31475 141 123 25 £31975 141 123 25		£37720 24 £39220 24	2 159 36 2 159 36	528i SE 528i Luxury		242 149 40 242 154 41	sDrive 20d M Sport xDrive 20d SE	£29760 181 129 25 £28260 181 145 24		1.6 e-HDi 115 Airdream DSport 1.6 VTi 120 DStyle	£17750 113 99 19 £15630 118 129 16
320d SE	£30075 181 125 31	430d M Sport	£45700 25	5 144 41	528i M Sport	£41730	242 154 41	xDrive 20d Sport	£29260 181 145 25	equipped. Not good to drive ★★★☆☆	1.6 VTi 120 DStyle Red	£15800 118 132 17
320d Luxury 320d M Sport	£32575 181 125 32 £33075 181 125 32		£45680 30 £46180 30		518d SE 518d Luxury			xDrive 20d xLine xDrive 20d M Sport	£30260 181 145 25 £31260 181 145 25		1.6 VTi 120 DStyle Pink  1.6 THP 155 DSport	£15680 118 132 17 £18750 154 135 22
320d xDrive Sport	£32705 181 133 30	M4	£61145 42	5 213 45	520d SE	£34565	181 122 33	xDrive 25d M Sport	£33540 215 154 27		1.6 THP 155 DSport Red	£17925 154 135 21
320d xDrive Luxury 320d xDrive M Sport	£34205 181 133 31 £34705 181 133 31		£34910 18 £36410 18		520d Luxury 520d M Sport		181 127 34 181 127 34	X3 5dr 4x4 New X3 has an ap and practical body	opealingly organic drive ★★★☆	CITROEN	1.6 THP 155 Ultra Prestige 1.6 e-HDi 90 Air' DStyle	£22650 154 135 23 £15820 91 95 16
330d SE	£35405 255 135 38	420i Luxury	£37410 18	11 154 31	525d SE	£39310	215 136 39	sDrive 18d SE	£31295 141 131 26	C-ZERO 5dr hatch Well-engineered electric city car.	1.6 e-HDi 90 A'dream DStyle Re	e £15995 91 95 17
330d Luxury 330d M Sport	£37905 255 135 38 £38405 255 135 38		£37910 18 £39240 21		525d Luxury 525d M Sport		215 141 40	xDrive20d SE xDrive20d M Sport	£33295 181 143 30 £36295 181 143 31		1.6 e-HDi 90 Air' DStyle 1.6 e-HDi 115 A'dream DSport F	£15570 91 91 16
330d xDrive Luxury	£39420 255 142 41	425d Sport	£40740 21	8 138 34	530d SE	£43655	241 139 43	xDrive20d xLine	£34795 181 143 30	C1 3dr hatch The cheapest of the Aygo triplets. Cute,	1.6 e-HDi 115 A'dream Ultra Pr	£21650 113 99 19
330d xDrive M Sport 3 SERIES GT 5dr hatch Ha	£39920 255 142 41	425d Luxury 425d M Sport	£41740 21 £42255 21		530d M Sport 535d M Sport			xDrive30d SE xDrive30d M Sport	£40095 255 156 39 £43095 255 156 40	but noisy and basic         ★★☆☆           1.0 VTi 68 Touch         £8245         67         95         6	DS3 CABRIOLET 2dr oper	<ol> <li>Refined soft topper.</li> <li>★★★☆</li> </ol>
meets 3-Series talent. Duller but	t decent ★★★★☆	430d Luxury	£45185 25	5 139 40	5 SERIES GT 5dr hatch	ine cabin, but	only seats	xDrive30d xLine	£41595 255 156 40	1.0 VTi 68 Feel £9495 67 95 6	1.2 VTi 82 DSign	£15325 81 112 10
318d M Sport 318d SE	£32825 141 122 25 £30575 141 119 24		£49100 30 £49600 30		four. Poor ride and steering 530d SE	£46965		xDrive35d M Sport X4 5dr 4x4 A downsized X6. F	£45695 308 157 43	1.0 VTi 68 Flair £10185 67 95 7 1.0 VTi 68 Airscape Feel £10345 67 95 7		£20845 154 137 23 £17745 118 129 16
320i M Sport	£31455 181 156 31	4 SERIES GRAN COUP	E 4dr saloon /	A prettier 3	535i Luxury	£49460	302 192 44	the cheaper X3 is a better option	n ★★★☆☆	1.0 VTi 68 Flair S-S £10435 67 88 7	1.6 e-HDi 90 DStyle	£17935 113 95 20
320i SE 320i xDrive Luxury	£29205 181 153 31 £32705 181 164 31		ter. ★★★★ £35495 18		535i M Sport 550i Luxury		302 192 44 402 214 46	xDrive20d SE xDrive20d xLine	£36895 187 143 31 £38395 187 143 31	1.0 VTi 68 Airscape Flair S-S £11285 67 88 7 1.2 PureTech 82 Flair £10535 81 99 11	DS4 5dr hatch Jack of all tra styling	ades, master of none. Nice ★★★☆
320i xDrive M Sport	£33065 181 167 31		£33995 18		550i M Sport				£39895 187 143 31	C1 5dr hatch The cheapest of the Aygo triplets. Cute,	1.6 e-HDi 115 DSign	£19425 113 113 18
320i xDrive SE 320i xDrive Sport	£30705 181 164 31 £31705 181 164 31		£30125 18 £31625 18		520d SE 520d Luxury			xDrive30d xLine xDrive30d M Sport	£45195 255 156 40 £46695 255 156 40	but noisy and basic ★★★☆☆  1.0 VTi 68 Feel £9895 67 95 6	1.6 VTi 120 DSign	£17855 118 144 14 £19905 118 144 15
328i SE	£32405 242 156 35		£32625 18		520d M Sport			xDrive35d M Sport	£49295 308 157 43	1.0 VTi 68 Flair £10585 67 95 7	1.6 THP 160 DStyle Au	£21765 161 178 21
330d xDrive M Sport 320i Sport	£40770 258 143 41 £30205 181 153 31			11 153 30 11 161 30	530d Luxury 530d M Sport			X5 5dr 4x4 Very comfortable the bling M50d should be avoided		1.0 VTi 68 Airscape Feel £10745 67 95 7 1.0 VTi 68 Flair S-S £10835 67 88 7		£23405 197 149 31 £21475 113 113 18
320i Luxury	£31205 181 153 31	420i xDrive Sport		11 161 30	535d Luxury		295 154 46	xDrive50i SE	£60165 402 224 49	1.0 VTi 68 Airscape Flair S-S £11685 67 88 7	1.6 e-HDi 115 DStyle ETG6	£21975 113 114 17
328i Sport	£33405 242 156 36 £34405 242 156 36		£34160 18		535d M Sport		295 154 46	xDrive50i M Sport	£64290 402 226 49 £90170 567 258 50			£21900 134 130 21
328i Luxury 328i M Sport	£34405 242 158 36 £34655 242 158 36		£34660 18 £33520 24	11 164 31 15 154 33	6 SERIES GRAN COUPE proves a brilliant visual coup	***	<b>★☆</b>	X5M sDrive25d SE	£42945 215 149 41	much fun ★★★☆☆	2.0 HDi 160 DStyle 2.0 HDi 160 DSport	£22700 161 130 23 £23700 161 130 24
335i Luxury	£39860 302 188 38	428i Sport	£35020 24		640i SE 640i M Sport			sDrive25d M Sport			DS5 5dr hatch Design marve	
335i M Sport 318d Sport	£40110 302 189 38 £31575 141 119 24				640i M Sport 650i M Sport			xDrive25d SE xDrive25d M Sport	£49950 215 156 42		1.6 THP 200 DSport	★★★☆ £28920 197 155 27
318d Luxury	£32575 141 119 24	435i Luxury	£41865 30	6 189 36	M6	£98145	552 232 50	xDrive30d SE	£48250 241 156 44	1.0 VTi 68 VTR+ £12495 67 102 9	1.6 e-HDi 115 DStyle ETG6	£25890 113 114 18
320d SE 320d Sport	£31675 181 129 30 £32675 181 129 30		£42365 30 £31695 14		640d SE 640d M Sport			xDrive30d M Sport xDrive40d SE	£52950 241 158 45 £50910 302 157 46			£23260 113 102 21 £25890 113 105 22
320d Luxury	£33675 181 129 30	418d Sport	£33195 14	11 121 24	6 SERIES 2dr coupé Grea	t engines and	interior. More	xDrive40d M Sport	£55610 302 159 47	1.4 HDi 70 VT £13230 67 99 10	2.0 HDi 160 DStyle	£26895 161 128 24
320d M Sport 325d SE	£34055 181 131 30 £33605 215 134 34		£34195 14 £34695 14		GT than sports car 640i SE	£60630		M50d X6 5dr 4x4 The world's first of	£64020 381 173 49 off-road coupé, but	1.4 HDi 70 VTR+ £14590 67 101 10 1.4 e-HDi 70 Airdream VTR+ ETG £15210 67 87 10		£28955 161 128 24 £31580 178 118 30
325d Luxury	£35605 215 134 34	420d SE	£32495 18	11 124 29	640i M Sport	£65295	315 181 47	appearance makes it difficult to	love ★★★☆☆	1.6 e-HDi 90 Airdream VTR+ £15390 89 95 18	2.0 Hybrid4 200 DSport	£33700 200 102 28
325d M Sport 330d SE	£35855 215 137 34 £37005 258 135 40		£33995 18 £34995 18		650i M Sport M6			xDrive50i SE xDrive50i M Sport	£67170 443 225 50	1.6 e-HDi 90 Airdream Exclusiv £16240 89 95 18 C3 PICASSO 5dr mpv Ouirky small MPV. Cheap and	2.0 Hybrid4 200 DStyle  BERLINGO MULTISPACE	£31600 200 102 27 <b>5dr mpv</b> Likeable,
330d Luxury	£39005 258 135 40	420d xDrive Sport	£35495 18	11 129 30	640d SE	£63130	309 144 48	xDrive30d SE	£51145 258 157 45	useful. ★★★★☆	practical van-based MPV	****
330d M Sport 330d xDrive SE	£39255 258 136 41 £38520 258 142 40				640d M Sport 6 SERIES CONVERTIBL			xDrive30d M Sport xDrive40d SE	£55845 258 157 45 £53805 313 163 47			£13285 97 155 5 £14655 74 135 4
330d xDrive Luxury	£40520 258 142 40	430d Luxury	£40445 25	5 134 39	and interior. More GT than spor	ts car 🛨 🛨	<b>★★☆</b>	xDrive40d M Sport	£58505 313 163 47	1.6 HDi 8v 90 VTR+ £16230 91 107 12	1.6 HDi 90 Plus Sp. Ed	£15805 89 135 8
335d xDrive Luxury 335d xDrive M Sport	£43420 313 148 42 £43670 313 149 42		£40945 25 £41945 25		650i M Sport 640i SE		402 214 50 315 183 50	M50d Z4 2dr open Classy roadster.	£66915 381 174 50 More cruiser than sports		1.6 HDi 90 VTR 1.6 e-HDi 90 Airdream VTR	£15105 89 135 7 £15875 89 120 9
4 SERIES 2dr coupé More	talented GT than brilliant	430d xDrive M Sport	£42460 25	5 144 39	640i M Sport	£71175	315 185 50	car	****	1.6 VTi 120 Excl. £17095 118 149 13	1.6 HDi 90 XTR	£17155 89 135 8
B-road steer. Very comely thoug 430d M Sport	h ★★★★☆ £40245 255 132 40	435d xDrive Luxury 435d xDrive M Sport	£45245 30 £45745 30					2.0 sDrive18i 2.0 sDrive18i M Sport	£27740 154 159 33 £31625 154 159 34		1.6 e-HDi 90 Airdream XTR 1.6 HDi 115 XTR	£17525 89 120 9 £17905 107 134 10
420i SE	£29425 181 144 30	<b>5 SERIES 4dr saloon</b> No	longer a handling	j bench-	640d M Sport	£73675	309 149 50	2.0 sDrive20i	£29840 181 159 34	C4 5dr hatch Good looking, but lacks the polish of the	C4 PICASSO 5dr mpv Plus	shness and an improved
420i Sport 420i Luxury	£30925 181 144 30 £31925 181 144 30		★★★★ £44255 24		<b>7 SERIES 4dr saloon</b> Refin bland. 760 gets sublime V12	ned and spaci		2.0 sDrive20i M Sport 2.0 sDrive28i M Sport	£33005 181 159 35 £37390 242 159 40	latest rivals	dynamic make for a better car 1.6 VTi 120 VTR	★★★★☆ £17760 118 145 14
420i M Sport	£32425 181 147 30	535i M Sport	£44740 30	12 179 42	ActiveHybrid 7 M Sport	£71475	459 158 48	3.0 sDrive35i M Sport	£43005 302 219 42	1.6 e-HDi 115 VTR+ ETG6 £19565 110 95 18	1.6 VTi 120 VTR+	£19020 118 145 15
420i xDrive SE	£30960 181 159 30 £32460 181 159 30		£33130 18 £35965 18	11 149 36 11 154 37			316 184 46 316 184 46	3.0 sDrive35iS DCT	£45950 335 211 43	1.4 VTi 95 VTR £14240 94 140 12 1.6 VTi 120 VTR+ £17395 118 143 16		£21320 154 139 22 £23720 154 142 22
420i xDrive Sport												

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Make and Model		Bhp CO ₂ g/km	Insurance group	Make and Model	Price		Insurance group	Make and Model		Bhp CO ₂ g/km		Make and Model	Price		CO ₂ g/km Insurance group	
1.6 HDi 90 VTR 1.6 HDi 90 VTR+	£18450 £19710		15	<b>500 3dr hatch</b> Super desirab if not involving, to drive	le, cute c		easant,	PUNTO 3dr hatch MultiAir te economy	ch improvi			COSPORT 5dr hatch Properties of the Properties o	through 🖈	**	☆☆	3
1.6 e-HDi 90 VTR+ ETG6 1.6 e-HDi 115 VTR+		91 98 113 105		0.9 TwinAir 105 G0 0.9 TwinAir 105 Lounge	£15550 £13700	103	92 10		£11275 £11775	68 126 68 126		.OT Ecoboost 125 Titanium .OT Ecoboost 125 Titanium )			125 11 125 11	
1.6 e-HDi 115 VTR+ ETG6	£21010	113 104	18	0.9 TwinAir 105 S	£13850	103	92 10	1.2 8v Pop	£10175	68 126	6 1	.5 112 Titanium	£14995	90	149 10	)
1.6 e-HDi 115 Excl. 1.6 e-HDi 115 Excl.+		113 105		0.9 TwinAir 85 GO 1.2 Colour Therapy	£15070 £11220		99 10 13 9		£13775 £11685			.5 112 Titanium X .5 TDCi 91 Titanium	£15995 £16495		149 10 120 10	
2.0 Blue HDi 150 Excl.	£23010	148 110	24	1.2 GO	£13670	68 1	13 9	1.4 8v GBT	£12185	76 132	8 1	.5 TDCi 91 Titanium X	£17495	90	120 10	
2.0 Blue HDi 150 Excl. + GRAND C4 PICASSO 5dr	£25410 mpv Plush			1.3 MultiJet GO 0.9 TwinAir 85 Lounge	£16070 £13220		97 14 92 10	1.3 85 Multijet GBT  PUNTO 5dr hatch MultiAir te	£14275 ch improv			FOCUS 5dr hatch Still be: eels like a complete package	st to drive, t			
improved dynamic make for a be 1.6 VTi 120 VTR	etter car★: £19460			0.9 TwinAir 85 S 0.9 TwinAir 85 Colour Therapy	£13370 £12420		92 12	economy 1.2 8v Easy	★★★ £11875			.6 125 Zetec S .OT 100 Ecoboost Style	£20795 £17295		146 14 105 10	
1.6 VTi 120 VTR+	£20720	118 145	13	0.9 TwinAir Cult	£14720	84	99 10	1.2 8v GBT	£12375	68 126	6 1	.OT 100 Ecoboost Zetec	£18295	99	105 10	)
1.6 THP 155 Excl. 1.6 THP 155 Excl.+		154 139 154 142		0.9 TwinAir 105 Cult 1.2 Pop	£15200 £10420		92 10 13 5		£10775 £12285			.OT 100 Ecoboost Titanium .OT 100 Ecoboost Titanium )	£19795 £21795		105 10	
1.6 e-HDi 90 ETG6 VTR	£20850	91 98	15	1.2 Lounge	£11820	68 1	13 6	1.4 8v GBT	£12785	76 132	8 1	.OT 125 Ecoboost Zetec	£18795	123	108 14	1
1.6 e-HDi 90 ETG6 VTR+ 1.6 e-HDi 115 VTR+		91 98 113 105	15	1.2 S 1.2 Cult	£11970 £13320		13 9 13 9		£14375 £14875			.OT 125 Ecoboost Zetec S .OT 125 Ecoboost Titanium	£20045		108 14	
1.6 e-HDi 115 Excl.				1.4 T-Jet Abarth	£14255 £14220	133 1	55 26 97 15	FORD			_ 1	.OT 125 Ecoboost Titanium )	£22295 £20545		108 14 137 14	
1.6 e-HDi 115 Excl.+ 2.0 Blue HDi 150 Excl.	£24710	148 110	24	1.3 MultiJet Lounge 1.3 MultiJet S	£14370	94	97 14	KA 3dr hatch An agile drive ar	d energet	c petrol		.5T 150 Ecoboost Zetec S .5T 150 Ecoboost Titanium	£20795	148	137 14	
2.0 Blue HDi 150 Excl.+	£27110	148 113	25	1.3 MultiJet Cult 500 CONVERTIBLE 2dr o	£15720 en Des		97 14 te city	engine. Wooden ride 1.2 Grand Prix III	★★★ £11445			.5T 182 Ecoboost Titanium ) .6 85 Studio	£23520 £13995		137 14 136 7	
DACIA				car. Cab a better drive than hatch	**	t★☆		1.2 Studio Connect	£9445	68 115	3 1.	.6 105 Style	£16795	103	136 11	
SANDERO 5dr hatch A clev its limitations are unavoidable	rer buaget p		TUT	0.9 TwinAir 105 G0 0.9 TwinAir 105 Lounge S-S	£16500	103	92 15	1.2 Studio 1.2 Edge	£8945 £9945			.6 125 Style auto .6 125 Zetec	£18545 £19545		146 14 146 14	
0.9 TCe Ambiance 0.9 TCe Laureate	£7595 £8795	89 116 89 116		0.9 TwinAir 105 S 0.9 TwinAir 85 Colour Therapy	£16650 £14970		92 15		£10695 £11195	68 115 68 115		.6 125 Titanium auto !.OT 250 Ecoboost ST	£21045 £22195		146 14 159 34	
0.9 TCe Stepway Ambiance	£8395	89 124	- 7	0.9 TwinAir 85 GQ	£17690	84	92 15	1.2 Metal	£11445	68 115	5 2	.OT 250 Ecoboost ST-2	£23695	247	159 35	5
0.9 TCe Stepway Laureate 1.2 Access	£9995 £5995	89 124 74 135		0.9 TwinAir 85 S 1.2 Colour Therapy	£16170 £13770		92 15 13 10	B-MAX 5dr mpv Fiesta dynam access make the B-Max a cut abo				.OT 250 Ecoboost ST-3 .5 TDCi 95 Style	£25995 £17995		159 36 98 11	
1.2 Ambiance	£6795	74 135	2	1.2 GO	£16490	68 1	13 10	1.0T EcoBoost 100 Zetec	£15395	99 119	9 1	.5 TDCi 120 Zetec	£19495	118	98 11	
1.2 Laureate 1.5 dCi Ambiance	£7995 £8595	74 135 89 99	8	1.2 S 1.3 MultiJet GO	£14970 £18890		13 10 97 18	1.0T EcoBoost 125 Zetec S-S	£16595 £15995			.5 TDCi 120 Zetec S .5 TDCi 120 Titanium	£20745 £20995		98 11 98 11	
1.5 dCi Laureate 1.5 dCi Stepway Ambiance	£9795 £9395			1.3 MultiJet S 1.4 16v Turbo T-Jet Abarth	£17370 £16005		97 18 55 27	1.0T EcoBoost 125 Titanium S-S 1.0T EcoBoost 125 Titanium X	£17195 £18395			.5 TDCi 120 Titanium X .6 TDCi 95 Style	£22995 £17895		98 11 109 11	
1.5 dCi Stepway Laureate	£10995	89 105	11	0.9 TwinAir 85 Lounge S-S	£15900	84	92 15	1.4 90 Studio	£12995	89 139	7 1.	.6 TDCi 115 Zetec	£19395	114	109 16	5
LOGAN MCV 5dr estate charm. Certainly retains the che	Lacks its s an **	tablemat ★☆☆		0.9 TwinAir 85 Cult 0.9 TwinAir 105 Cult	£16900 £17500		92 15		£14795 £16465			.6 TDCi 115 Zetec S .6 TDCi 115 Titanium	£20645		109 16 109 16	
0.9 Ambiance	£8595	89 116	9	1.2 Pop S-S	£13420	68 1	13 9	1.6 105 Titanium Powershift	£17665	103 149 1	1 2	.0 TDCi 150 Titanium	£22335	148	109 16	
0.9 Laureate 1.2 Access	£9795 £6995	89 116 74 135		1.2 Lounge S-S 1.2 Cult	£14700 £15700				£16195 £16695			!.O TDCi 150 Titanium X !.O TDCi 185 ST	£24335 £22195		109 -	
1.2 Ambiance 1.2 Laureate	£7795 £8995	74 135	4	1.3 MultiJet Lounge 1.3 MultiJet Cult	£17100 £18100		97 18 97 18	1.6 TDCi 95 Titanium FIESTA 3dr hatch Stylish and	£17895	94 104 1	1 2	.O TDCi 185 ST-2 o TDCi 185 ST-3	£23695 £25995		110 35 110 36	
1.5 dCi Ambiance	£9595	84 99	11	500X 5dr hatch Familiar sty	ing work	s rather v		The best supermini	***	★☆	F	FOCUS 5dr estate Well-m	annered an	d comfo	ortable.	-
1.5 dCi Laureate  DUSTER 5dr 4x4 Cheap, but	£10795 t cheerfully		12	a crossover. Drives okay, too 1.4 MultiAir 140 Pop Star	£17595	<b>t ≭</b> t ☆ 138 1	39 -		£16300 £14700			n Octavia carries more .OT 100 Ecoboost Style	£18395		109 10	_
Surprisingly convincing presence	e ***	★☆	_	1.4 MultiAir 140 Lounge	£19345	138		1.0 80 Zetec S-S	£13445	79 99	6 1	.OT 100 Ecoboost Titanium	£20895	99	109 10	)
1.6 16v 105 Access 2WD 1.6 16v 105 Access 4WD	£11495	103 185	5	1.4 MultiAir 140 Cross 1.4 MultiAir 140 Cross Plus	£18595 £20345	138		1.0T 100 Ecoboost Zetec S-S	£14445 £13945	99 99 1		.OT 100 Ecoboost Titanium ) .OT 100 Ecoboost Zetec	£19395	99	109 10 109 10	)
1.5 dCi 110 Ambiance 2WD 1.5 dCi 110 Ambiance 4WD				1.3 MultiJet 95 Pop Star 1.6 MultiJet 120 Pop Star	£18095 £19095		09 -	1.0T 100 Ecoboost Titanium S-S 1.0T 100 E'boost TitaniumX S-S		99 99 1 99 99 1		.OT 125 Ecoboost Titanium .OT 125 Ecoboost Titanium )	£21395 ( £23395		110 14 110 14	
1.5 dCi 110 Laureate 2WD	£13495	106 130	11	1.6 MultiJet 120 Lounge	£20845	118		1.0T 125 Ecoboost Titanium S-S	£15445	123 99 1	5 1	.OT 125 Ecoboost Zetec	£19895	123	110 14	
1.5 dCi 110 Laureate 4WD	£15495	107 135	10	1.6 MultiJet 120 Cross 1.6 MultiJet 120 Cross Plus	£20095 £21845			1.0T 125 E'boost TitaniumX S-S 1.0T 125 Ecoboost Zetec S S-S		123 99 1 123 99 1	6 1. 5 1.	.OT 125 Ecoboost Zetec S .5 TDCi 120 Titanium	£21145		110 14 98 11	
FERRARI F12 2dr coupé Proper V12 Fe	vrrari with co	orious		2.0 MultiJet 140 Cross AWD 2.0 MltiJet 140 Cross Plus AWD	£24095			1.25 60 Studio	£9995 £11695	59 120	3 1	.5 TDCi 120 Titanium X .5 TDCi 120 Zetec	£24095 £20595		98 11 98 11	
exclusivity and appeal	***	**		500L 5dr mpv A costly optio	n, but has	the style	to fill	1.25 82 Style	£12195	80 120	7 1	.5 TDCi 120 Zetec S	£21845	118	98 11	
6.3 V12 FF 2dr coupé Four-door Ferra	£239352 ari estate ha			out some of its missing substance 1.4 95 Pop	£13040	<b>★★☆</b> 94 1	<u>☆</u> 45 10		£12945 £15700			.5 TDCi 95 Style .5T 150 Ecoboost Titanium	£19095 £21885		98 11 128 14	
lacks classic DNA	***	★☆		0.9 Twinair Pop Star	£16690	103 1	12 11	1.6T 180 Ecoboost ST	£17250	180 138 3	0 1	.5T 150 Ecoboost Zetec S	£21645	148	128 14	
6.3 V12 CALIFORNIA 2dr open Sle	£227077 ek, comforti			0.9 TwinAir Lounge 0.9 TwinAir Trekking	£18090 £18790		12 11 19 11		£18250 £19250			.5T 182 Ecoboost Titanium ) .6 105 Style	£24610 £17880		128 14 139 11	
A real improvement 4.3 V8	★★★ £152086		50	1.4 95 Pop Star 1.4 95 Lounge	£15200 £16600				£13695 £14445			.6 125 Style auto .6 125 Titanium auto	£19645 £22145		146 14 146 14	
3.9 V8 T	£154490	552 250		1.4 95 Trekking	£17300	94 1	49 8	1.5 TDCi 75 Titanium	£15445	74 98	9 1	.6 125 Zetec	£20645	123	146 14	
458 2dr coupé The complete explosive performance	e supercar. C			1.4 120 Pop Star 1.4 120 Lounge	£17195 £18595			1.6 TDCi 95 Style ECOnetic S-S 1.6 TDCi 95 Zetec ECOnetic S-S	£14795 £15345			.6 TDCi 115 Titanium .6 TDCi 115 Zetec			109 16	
4.5 V8 Italia 458 SPIDER 2dr open The				1.4 120 Trekking		118 1	59 10	1.6 TDCi 95 Zetec S	£15995 £16345	94 95 1	2 1	.6 TDCi 115 Zetec S .6 TDCi 95 Style			109 16 109 11	
roof. A world-class head turner	***	**		1.3 Multijet 85 Lounge	£18090	83 1	10 9	1.6 TDCi 95 Titanium X	£17145	94 95 1	3 2	.0 TDCi 150 Titanium	£18995 £23435	148	109 16	i ,
4.5 V8	£198906	570 275	50	1.3 Multijet 85 Trekking 1.6 Multijet 105 Pop Star	£18790 £17690			FIESTA 5dr hatch Stylish and The best supermini	l wonderfu ★★★			!.O TDCi 185 ST !.O TDCi 185 ST-2	£23295 £24795		110 34	
FIAT	E 1 1			1.6 Multijet 105 Lounge	£19090	103 1	17 18	1.25 82 Style	£12795	80 120	7 2	.O TDCi 185 ST-3	£27095	178	110 36	5
PANDA 5dr hatch Cheap, pr spot on	actical and		ly	1.6 Multijet 105 Trekking 1.6 Multijet 120 Pop Star	£19790 £18190				£15300 £14045			!.OT 250 Ecoboost ST !.OT 250 Ecoboost ST-2			159 34 159 35	
0.9 TwinAir 85 4x4 Antarctica	£14995 £12795			1.6 Multijet 120 Lounge 1.6 Multijet 120 Trekking	£19590	118 1	20 17	1.0 80 Titanium S-S	£15045 £14545	79 99	7 2	.OT 250 Ecoboost ST-3 .O TDCi 150 Titanium X	£25995	247	159 36	5
0.9 Twinair 85 Trekking 1.3 MultiJet 75 4x4 Antarctica		74 125	7	500L MPW 5dr mpv As abo				1.0T 100 Ecoboost Titanium S-S		99 99 1	1 N	MONDEO 5dr hatch Still	the best big	saloon.		- 1
0.9 Twinair 85 Easy 0.9 Twinair 85 Lounge	£11095 £11595	84 99 84 99		flexibility in its more expensive for 1.6 MultiJet 120 Lounge 7st		<b>★★</b> ★ 118 1		1.0T 100 E'boost TitaniumX S-S 1.0T 125 Ecoboost Titanium S-S				ractical, comfortable, reward .5T EcoBoost 160 Zetec			134 23	- [
0.9 Twinair 85 4x4	£14295	84 114	7	1.6 MultiJet 120 Pop Star 7st	£18830	118 1	17 17	1.0T 125 E'boost TitaniumX S-S	£17245	123 99 1	6 1	.5T EcoBoost 160 Titanium	£22245	158	134 23	
1.2 Pop <mark>1.2 Easy</mark>	£9095 £9895			0.9 TwinAir 105 Pop Star 7st 0.9 TwinAir 105 Lounge 7st	£17330 £18830				£12295 £13545			!.OT EcoBoost 240 Titanium .6 TDCi 115 Style			169 - 94 17	-
1.2 Lounge 1.3 MultiJet 75 Pop	£10395 £11295	68 120	3	1.4 95 Pop Star 5st 1.4 95 Lounge 5st	£15840 £17340	94 1	45 9	1.5 TDCi 75 Style	£14295 £15045	74 98	8 1	.6 TDCi 115 Zetec .6 TDCi 115 Titanium	£21795	113	94 17 94 17	
1.3 Multijet 75 Easy	£12095	74 104	7	1.3 MultiJet 85 Pop Star 7st	£17330	83 1	10 8	1.5 TDCi 75 Titanium	£16045	74 98	9 2	.0 TDCi 150 Style	£21545	148	107 23	3
1.3 Multijet 75 Lounge 1.3 Multijet 75 Trekking	£12595 £13795			1.3 MultiJet 85 Lounge 7st 1.6 MultiJet 105 Pop Star 7st	£18830 £18330			1.6 TDCi 95 Style ECOnetic S-S 1.6 TDCi 95 Zetec ECOnetic S-S		94 87 1 94 87 1	2 2	.O TDCi 150 Zetec .O TDCi 150 Titanium	£22545 £23495		107 23 115 23	
1.3 Multijet 75 4x4				1.6 MultiJet 105 Lounge 7st				1.6 TDCi 95 Titanium ECOnetic	£16945	94 87 1	2 2	.0 TDCi 150 Titanium Econe	tic £23745	148	107 23	3
								1.6 TDCi 95 Titanium X	£17745	74 95 I	<u>. Z</u>	.O TDCi 180 Titanium	£24245	118	115 27	- 🚹
Name of Street, or other Designation of the last of th																



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Given the long wait, this could have been a huge anti-climax. It wasn't. Firm ride aside, it's brilliant. And cheap.



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3 From £25,000 Outright speed ensures the S1 grades highly; huge expense keeps it third. Dependably good rather than great. ★★★★★



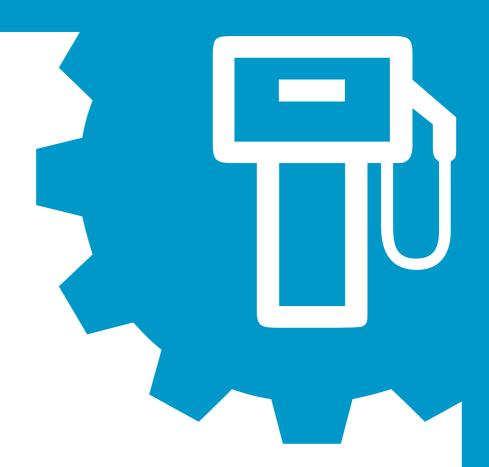
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Mondeo Sdr estate A vast and enjoyable state.		Price Bhp Insurance group	Wake and W odel	Byb CO ₂ g/km lustrance group 15 8 8 19 10 15 12		Price  Bhp  CO ₂ g/km Insurance group	Wake and Model	Price Bhp CO 2 g/km Insurance group 1 217 25	Make and Model  Make and Model  Bib Coo 9/Mm  Its Coo 9/Mm  A 201109 91
Reasonably priced.         ★★★☆           1.5T Ecoboost 160 Titanium         £23495         158 134 23	1.3 IMA Hybrid HE £	17150 97 104 16	1.4 CRDi 90 Premium SE 130 3dr hatch As good as we'	ve come to expect, but	3.7 V6 GT Premium	£42525 315 282 49 £46975 315 282 49	2.8 CRD Sahara	£30680 197 217 24	1.6 GDI 2 ISG     £19400     133     149     13       1.7 CRDI 114 1 ISG     £19390     114     124     12
1.5T Ecoboost 160 Zetec       £22295       158       134       23         1.6 TDCi 115 Style       £22045       113       94       17	1.3 IMA Hybrid HS £	17650 97 104 16	not one inch better 1.6 120 Sport Nav	£18720 118 149 11	3.7 V6 S Premium		CHEROKEE 5dr 4x4 Hamstr		1.7 CRDi 134 2 Au £22200 136 159 16
1.6 TDCi 115 Titanium         £24245         113         94         17           1.6 TDCi 115 Zetec         £23045         113         94         17	1.3 IMA Hybrid HX £	19250 97 104 16	1.4 100 Class 1.4 100 Active	£14605 98 139 7 £15805 98 143 7	3.0d GT	£42370 235 225 49		£25495 138 139 27	1.7 CRDi 134 3 ISG £24100 136 132 16 SPORTAGE 5dr 4x4 Good ride, handling and usability
2.0 TDCi 150 Style         £22795         148 107 23           2.0 TDCi 150 Titanium         £24745         148 115 23	1.4 i-VTEC EX £	15995 99 129 16	1.6 120 Sport 1.6 CRDi 110 Blue Drive Active	£18090 109 100 11	3.0d S	£46820 235 225 49 £44470 235 225 49	2.0 Longitude 140	£27495 138 147 -	
2.0 TDCi 150 Titanium Econetic £24995 148 107 23 2.0 TDCi 150 Zetec £23795 148 107 23	1.4 i-VTEC EX-T £	16990 99 129 16	1.6 CRDi 128 Sport 1.6 CRDi 128 Sport Nav	£20710 126 108 13	3.0d S Premium		2.0 Ltd 140 2.0 Longitude 170 Au	£29995 168 - 29	2.0 CRDi KX-1 4WD         £21500         134         149         16           1.6 GDi 1 2WD         £17500         133         158         14
2.0 TDCi 180 Titanium       £25495       178       115       27         2.0T Ecoboost 240 Titanium       £26995       237       169       -         KUGA 5dr 4x4       Bigger Kuga has taken a stylistic step		14995 99 129 16	130 5dr hatch As good as we' not one inch better 1.4 100 Class	ve come to expect, but  ★★★☆ £15210 98 139 7	XE 4dr saloon Early word sugg	gests Jaguar has crafted	2.0 Ltd 170 Au 2.0 Longitude Plus 140 FWD 2.0 Longitude Plus 140		1.6 GDI 2 2WD ISG     £19800     133     149     15       1.7 CRDI 1 2WD ISG     £19100     114     135     12       1.7 CRDI 2 2WD ISG     £21200     114     135     13
backwards, but the strengths remain * * * * *  2.0 TDC: 180 Titanium X Sport £32045 178 135 22	legroom is a hinderance	****	1.4 100 Active 1.4 100 Style	£16310 98 139 7 £17310 98 143 7	2.0i 200 SE	£26995 197 179 -		£32195 168 - 29	1.7 CRDI 3 2WD ISG £23100 114 143 13 1.7 CRDI 3 Satnay 4WD ISG £23900 114 143 13
1.6T 150 EcoBoost Titanium X S £28350 148 154 20 1.6T 182 EcoBoost Titanium X S £32510 180 179 23	1.4 i-VTEC S-T £	17990 99 129 7	1.4 100 Style Nav 1.6 120 Active auto	£18430 98 143 7 £17710 118 159 9	2.0i 200 R-Sport	£29745 197 179 -	Comfortable and well-equipped 6.4 V8 SRT	****	2.0 CRDi KX-2 4WD £23600 134 149 17 2.0 CRDi KX-3 4WD £25500 134 156 17
2.0 TDCi 140 Titan X Sport 2WD £29750 138 139 22	1.6 i-DTEC S £	20375 118 94 15	1.6 120 Premium 1.6 CRDi 110 BlueDrive Class	£20425 118 149 9 £17495 109 97 11	2.0i 240 Portfolio 3.0i S-C 340 S	£33745 237 179 - £44870 335 194 -	3.0 V6 190 CRD Laredo 3.0 V6 CRD Ltd	£37705 188 198 36 £40295 247 198 40	2.0 CRDi KX-3 4WD nav £26300 134 156 17
1.5T 150 Ecoboost Zetec 2WD £21000 148 143 20	1.6 i-DTEC SR £		1.6 CRDi 128 Blue Drive Style		2.0d 163 Prestige	£30775 161 99 -	3.0 V6 CRD Ltd Plus 3.0 V6 CRD Overland	£46995 247 198 41	<b>2.0 CRDi 181 KX-4 4WD</b> £28200 134 158 19 <b>SORENTO 5dr 4x4</b> Big and dependable, but unlovable
1.5T 150 Ecoboost Titanium X £25395 148 143 20	1.8 i-VTEC EX Plus £	25255 99 145 16		£21015 126 100 13	2.0d 163 Portfolio	£32975 161 99 -	3.0 V6 CRD Summit	£50795 247 198 43	to look directly at ★★★☆  2.2 CRDi KX-1 £26995 194 155 21
1.6T 150 Ecoboost Titanium 2WD £22650 148 154 21 1.6T 150 Ecoboost Titan X 2WD £25400 148 154 22 1.5T 150 Titanium X Sport £28345 148 143 20	1.8 i-VTEC SE Plus £	20955 99 145 15	130 TOURER 5dr estate to expect, but not one inch bette 1.6 CRDi 110 B'Drive Class	****	2.0d 180 Prestige		PICANTO 3dr hatch Cost efforcement. Nice drive and cabin		2.2 CRDi KX-2     £29400     194     155     21       2.2 CRDi KX-2 Sat Nav     £30500     194     155     22       2.2 CRDi KX-3 auto     £35605     194     178     25
1.6T 182 Ecoboost Zetec £25160 180 179 21	1.8 i-VTEC SR £	23355 99 145 15	1.6 CRDi 110 Blue Drive Active	£19695 109 110 11		£33675 178 109 -	1.0 VR7	£9645 68 99 6 £8145 68 99 3	2.2 CRDi KX-4 auto £36805 194 178 27
1.6T 182 Ecoboost Titanium £26810 180 179 22	CIVIC TOURER 5dr estate Wand frugal, only price marks its score	ersatile, comfortable			dynamics. XFR a five-star car	****	1.0 1 Air 1.25 White ISG	£8745 68 99 4	KOENIGSEGE CCX 2dr coupé Stupendously fast Swedish supercar
	1.6 i-DTEC EX Plus £ 1.6 i-DTEC S £	27460 118 103 16 21375 118 99 15	1.6 Active 1.6 CRDi 128 Premium	£18005 118 150 9	2.2D 163 Premium Luxury	£35795 161 129 33	1.25 White Au	£12445 84 130 11	★★★★☆ 4.7 V8 £415000 806
2.0 TDCi 140 Zetec 2WD £22400 138 139 20	1.6 i-DTEC SE Plus-T £	23505 118 99 15	<b>140 4dr saloon</b> Useful, inoffe fireworks here	nsive and well-priced. No ★★★☆			PICANTO 5dr hatch Cost eff		КТМ
2.0 TDCi 150 Zetec 2WD       £22695       148       122       20         2.0 TDCi 140 Zetec       £23900       138       154       21	1.6 i-DTEC S-T £	21920 118 99 15	1.7 CRDi 115 B'Drive Premium 1.7 CRDi 115 B'Drive Style	£21205 114 113 13	3.0 V6 Portfolio		1.01	£8345 68 99 3	<b>X-BOW Odr unknown</b> Eccentric looks, sharp handling. Expensive ★★★☆
	1.8 i-VTEC S £	20270 140 146 15	1.7 CRDi 115 B'Drive Active 1.7 CRDi 136 B'Drive Active		5.0 V8 SC XFR-S	£79995 542 270 50	1.0 2	£9945 68 99 4	2.0 Street         £49980         237         185         -           2.0 Clubsport         £59755         237         185         -
2.0 TDCi 150 Titanium X 2WD £27095 148 122 20	1.8 i-VTEC SE Plus-T £	22500 140 149 16		£24405 134 119 17	2.2D 163 SE Business	£31495 161 129 33	1.25 3		2.0 Superlight         £79305         237         185         -           2.0 ABT Sp.line 300         £59755         296         189         -
2.0 TDCi 150 Titanium X Sport     £30045     148     122     20       2.0 TDCi 163 Titanium     £26050     138     154     22       2.0 TDCi 150 Zetec AWD     £24195     148     135     20		20815 140 146 15	well-priced. No fireworks here 1.7 CRDi 115 B'Drive Style	****	2.2D 200 Luxury	£33950 197 139 38	RIO 3dr hatch Looks great, bu European saloon pace		LAMBORGHINI HURACAN 2dr coupé A supercar to its bones, but the
2.0 TDCi 163 Titanium X £28800 138 154 24 2.0 TDCi 180 Titanium AWD £26345 178 135 22	and forgettable drive	****	1.7 CRDi 115 B brive Style  1.7 CRDi 115 Blue Active  1.7 CRDi 136 B'Drive Active	£20355 114 113 12	2.2D 200 Portfolio	£42200 197 139 40	1.25 VR7	£11595 83 114 5	flaws are just as obvious ★★★☆  5.2 VIO LP 610-4 £180720 601
2.0 TDCi 180 Titanium X AWD £29095 178 135 22  C-MAX 5dr mpv As fun to drive as it is easy to live with	2.0 i-VTEC ES GT £	24120 154 159 24	1.7 CRDi 136 Blue Style		3.0D V6 Premium Luxury	£40115 237 159 42	1.25 2	£11995 83 119 5	AVENTADOR 2dr coupé Big, bullish and ballistic. But not perfect ★★★☆
★★★★☆ 1.0T 100 Ecoboost Zetec S-S £18150 99 117 10	2.0 i-VTEC EX £	26580 154 162 24 27885 198 199 26	IX20 5dr hatch Usable high- flair	roofed hatch, but short on ★★★☆	3.0D V6 S Premium Luxury	£46615 271 159 44	1.4 3 ISG 1.4 CRDi 3 ISG		6.5 LP700-4 £242280 690 398 -
1.0T 125 Ecoboost Zetec S-S £18650 123 117 13 1.0T 100 Ecoboost Titanium S-S £19650 99 117 10	2.2 i-DTEC 150 ES £	25400 148 138 24		£16335 114 117 13		****	CEED 5dr hatch Another look dynamically forgettable	<b>★★★☆☆</b>	LAND ROVER DEFENDER 3dr 4x4 An institution. Unbeatable off
1.0T 125 Ecoboost Titanium S-S £20150 123 117 13 1.0T 125 E'boost Titanium X SS £22150 123 117 14	2.2 i-DTEC 150 ES GT Nav £		1.4 Active		2.2D 163 Premium Luxury	£42895 161 129 33 £38295 161 129 33	1.4 CRDi 89 VR7	£16490 89 114 6	road, crude on it ★★★☆☆ 90 2.2D Hard Top £23100 120 266 -
1.6 105 Zetec £17655 103 149 11 1.6T 150 Ecoboost Titanium S-S £20855 148 144 19	2.2 i-DTEC 150 EX ADAS £	31195 148 141 26	1.4 Style 1.6 Active Au	£14615 89 140 8 £15010 123 154 10	2.2D 200 R-Sport	£37950 197 139 33	1.4 98 1 1.4 98 2	£16605 99 143 8	90 2.2D S'Wagon £25265 120 269 25 90 2.2D County £27305 120 269 25
		33685 177 147 29	1.6 Style Au 1.4 CRDi 90 Class IX35 5dr 4x4 Classy, roomy (		3.0D V6 275 S Portfolio	£51995 271 163 33	1.6 GDi 133 2 ISG 1.6 GDi 133 3 ISG 1.6 GDi 133 4 ISG	£19195 128 124 12	90 2.2D XS S'Wagon £30505 120 269 26  DEFENDER 5dr 4x4 An institution. Unbeatable off road, crude on it ★★★☆☆
	desirable and useful		handling. Very competitive		2.2D 163 SE	£31945 161 129 33	1.6 GDi 133 4 Tech ISG 1.6 T-GDi 201 GT	£22500 128 137 15	110 2.2D Hard Top £25010 120 295 26 110 2.2D County Utility Wagon £29550 120 295 -
2.0 TDCi 163 Titanium X £24225 161 129 22  GRAND C-MAX 5dr mpv Fun and practical small	2.0 i-VTEC ES GT £ 2.0 i-VTEC ES GT Nav £	25655 154 163 24 26855 154 163 24	1.6 GDI S B'Drive 2WD ISG 1.6 GDI SE 2WD	£17180 133 149 14 £18600 133 158 14	2.2D 163 Luxury 2.2D 200 Luxury	£35445 161 129 33	1.6 T-GDi 201 GT Tech 1.4 CRDi 89 1	£23200 201 171 29	110 2.2D Utility Wagon £27620 120 295 - 110 2.2D S'Wagon £27620 120 295 27
seven seater         ★★★★           1.0T 100 Ecoboost Zetec S-S         £19745         99         119         10	2.4 i-VTEC EX ADAS £	31945 198 201 27		£19650 133 158 14	2.2D 200 Portfolio	£44700 197 139 33	1.6 CRDi 126 1 ISG 1.6 CRDi 126 2 ISG	£16495 126 97 12 £18495 126 100 13	110 2.2D XS S'Wagon £33405 120 295 28
1.0T 125 Ecoboost Zetec S-S £20245 123 119 13 1.0T 100 Ecoboost Titanium S-S £21045 99 119 10	2.2 i-DTEC 150 ES GT £	27870 148 143 24		£21150 114 139 14	3.0D V6 240 Premium Luxury	£38365 237 163 33 £42615 237 163 33	1.6 CRDi 126 4 ISG	£21895 126 112 14	110 2.2D XS Utility Wagon £32405 120 295 - FREELANDER 5dr 4x4 Classy, comfortable soft
1.0T 125 Ecoboost Titanium S-S £21545 123 119 13 1.0T 125 E'boost Titanium X SS £23545 99 119 14 1.6T 150 Ecoboost Titanium S-S £22250 148 149 19	2.2 i-DTEC 150 EX £	29070 148 143 24 30330 148 146 25 32730 148 146 26	1.7 CRDi Premium Pan'ama 2WI		3.00 V6 275 S Premium Luxury  XJ 4dr saloon Modern looks fi		CEED 5dr estate Another slig Schrever, but also forgettable	htly bigger looker from	roader. Pricey but able         ************************************
1.6T 182 E'boost Titanium X SS £24950 180 149 22	2.2 i-DTEC 180 Type S £	32925 177 150 28	1.7 CRDi SE 2WD	£20100 114 139 14	dynamics		1.4 98 VR7	£16200 99 148 8 £17095 89 109 6	2.2 SD4 190 SE £30270 188 185 24
	CR-V 5dr 4x4 The CR-V soldiers	on. But it's hemmed in			3.0 V6 S-C Premium Luxury LWB		1.6 CRDi 126 1 ISG	£17895 126 116 12	
2.0 TDCi 140 Titanium       £23250       138       134       20         2.0 TDCi 163 Titanium X       £25750       161       134       22	1.6 i-DTEC SR 2WD £	27315 118 124 25	2.0 CRDi SE Nav 136 4WD SANTA FE 5dr 4x4 An injec	ion of class has enhanced	3.0 V6 S-C Portfolio LWB 5.0 V8 S-C Supersport LWB	£76450 336 224 - £95895 503 270 50	1.6 CRDi 126 3 ISG 1.6 CRDi 126 4 ISG	£21295 126 116 13 £23095 126 116 14	3.0 SDV6 255 GS £40005 252 213 39
S-MAX 5dr mpv Proof that MPV's need not be boring or ungainly. A benchmark ★★★☆	2.0 i-VTEC Black Edition £	28405 154 173 27		£27800 194 159 19	3.0D V6 Luxury	£92395 542 270 50 £56870 271 159 48	PROCEED 3dr hatch Anothe		3.0 SDV6 255 HSE £54495 252 213 41
	2.2 i-DTEC Black Edition £		2.2 CRDi Style 4WD 7st 2.2 CRDi Premium 4WD 5st 2.2 CRDi Premium 4WD 7st			£60670 271 159 48		£14700 133 143 10 £17695 133 124 14	
2.0 203 Ecoboost Titanium auto £26735     200 189 22       2.0 240 Tit. X Sp. Au     £31485     237 194 27       1.6 TDCi 115 Zetec S-S     £24110     114 139 16	2.0 i-VTEC S 2WD £		2.2 CRDi Premium SE 4WD 7st		3.0D V6 Portfolio	£67870 271 159 49 £70980 271 167 49	1.6 GDi 133 SE	£19705 133 137 15 £21005 133 140 14	2.2 SD4 190 SE Tech £33895 188 162 28
1.6 TDCi 115 Eco T'ium S-S £25860 114 139 17 2.0 TDCi 140 Zetec £24295 138 139 17	2.0 i-VTEC SE 2WD £	24000 154 168 24	Q50 4dr saloon Credible con	pact saloon comnetitor	F-TYPE 2dr coupé Cheaper t	han the roadster. Gains in		£20000 201 171 29	2.2 SD4 190 HSE Luxury £41195 188 162 31  RANGE ROVER EVOQUE 3dr 4x4 A new class of
2.0 TDCi 140 Titanium       £26045       138       139       18         2.0 TDCi 163 Titanium       £26645       161       139       19	2.0 i-VTEC S £ 2.0 i-VTEC S-T £	23100 154 173 24 23865 154 173 24	with some novel touches 3.5 S Hybrid Sport AWD	★★★☆ £41640 359 144 42	3.0 V6 3.0 V6 S	£51250 336 205 50 £60250 375 213 50	1.6 CRDi 126 S ISG 1.6 CRDi 126 SE ISG	£18795 126 100 13 £20795 126 112 13	desirability for the SUV
2.0 TDCi 163 Tit. X Sp.       £30395       161 139 21         2.2 TDCi 200 Titanium       £27870       197 174 26	2.0 i-VTEC SE-T £	25100 154 173 24 25865 154 173 24	2.0t Premium Tech		F-TYPE 2dr open Serious mo		SOUL 5dr hatch Looks divide	opinion. Better value	2.2 SD4 190 Pure Tech 4WD       £33505       188 149 33         2.2 SD4 190 Dynamic 4WD       £39305       188 149 34
2.2 TDCi 200 Tit. X Sp. £31620 197 174 26  GALAXY 5dr mpv Huge seven-seat MPV. Easy to place	2.0 i-VTEC EX £	27410 154 177 25 30255 154 177 25	2.0t Sport Tech	£39025 208 146 40	3.0 V6	£58535 336 209 50		£29995 107 - 19	
on the road. Not cheap  2.2 TDCi 200 Titanium X  E32875  1.6 160 Ecoboost Zetec S-S  £25670  1.5 167 18	1.6 i-DTEC SE 2WD £		3.5 S Hybrid Sport Tech	£39995 359 144 42 £44895 359 144 42		£67535 375 213 50 £79995 488 259 50	1.6 GDi Connect	£14800 130 158 10	2.0 Si4 240 Dynamic Lux 4WD     £46210     237 181 39       2.2 eD4 150 Pure 2WD     £29205     148 133 28       2.2 eD4 150 Pure Tech 2WD     £31205     148 133 29
1.6 160 Eco T'ium S-S £27570 158 167 18 1.6 160 Eco T'nium X-S £30070 158 167 18	2.2 i-DTEC S-T £	25970 148 149 26 27205 148 149 26	2.2D SE	£27950 168 114 39 £30350 168 114 40	pace. Good value		1.6 GDi Mixx	£18150 130 170 11	
2.0 203 Ecoboost Titanium auto £29235 200 189 24 2.0 203 Ecoboost Titanium auto £31735 200 189 25	2.2 i-DTEC SE-T £	27970 148 149 26 29495 148 154 26	2.2D Premium Tech	£36850 168 114 40 £32720 168 118 40	5.0 V8 Signature	£54975 380 264 47 £97490 542 292 50	1.6 CRDi Connect	£16400 126 132 9	2.2 SD4 190 Dynamic 4WD £39305 188 149 34  RANGE ROVER 5dr 4x4 Arguably the best luxury
1.6 TDCi 115 Zetec S-S £26460 114 139 16 1.6 TDCi 115 Eco T'nium S-S £28360 114 139 17	2.2 i-DTEC EX £	32340 148 154 27	2.2D Sport Tech Q60 2dr coupé High-class co	£37620 168 118 40 upe. Refined, potent and	XK CONVERTIBLE 2dr oper handling, comfort and pace. Good	n Brilliant blend of I value ★ ★ ★ ☆	1.6 CRDi Mixx 1.6 CRDi Maxx	£19750 126 132 10 £21550 126 132 11	car in the world. Easily the best SUV ★★★★  5.0 V8 S Aubiography £100350 503 299 50
	110 5dr hatch Second gen i 10 sti	till close to the best.	entertaining 3.7 V6 060 GT	£36780 315 246 45	5.0 V8 R-S	£104490 542 292 50		****	3.0 TDV6 Vogue £73950 254 196 45
2.0 TDCi 140 Titanium X £31045 138 139 21		8595 65 108 1	3.7 V6 060 S 3.7 V6 060 S Premium <b>Q60 COUPE CABRIOLET</b>	£38670 315 246 45 £41860 315 246 45	5.0 V8 Signature		1.7 CRDi 1 ISG	£22895 134 128 17 £19995 134 128 17	3.0 TDV6 Aubiography £89650 254 196 50
2.0 TDCi 163 Titanium     £29145     161     139     22       2.0 TDCi 163 Titanium     £31645     161     139     23       2.2 TDCi 200 Titanium     £30375     197     179     26	1.0 SE £	9610 65 108 1		residuals★★★☆☆	COMPASS 5dr 4x4 Jeep-bad	dged Dodge Caliber. Poor	VENGA 5dr mpv Versatile int high price disappoint		3.0 SDV6 Hybrid Aubiography     £100350     335     169     50       4.4 SDV8 Vogue     £80850     308     229     50       4.4 SDV8 Vogue SE     £87550     308     229     50
	1.0 Premium £		Q70 4dr saloon Pleasant, we	ll-equipped big saloon	2.4 North 2WD	£21010 168 209 24 £18470 154 175 22	1.4 89 1 ISG	£11795 89 130 7	
		10810 86 114 4	3.5h V6 GT Premium Hybrid	£46000 235 162 45 £45245 315 235 45	2.4 Ltd 4WD	£23860 168 209 24 £25740 161 172 28	1.4 89 2 ISG 1.6 123 3 Nav ISG	£13695 89 130 8 £16885 123 139 12	RANGE ROVER SPORT 5dr 4x4 Just the right kind of dynamic twist. Brilliant ★★★★
R £29950 175 181 -	practicality mostly spot on 1.2 75 S £	★★★☆ 10695 76 112 5	3.0d V6 GT 3.0d V6 S	£40565 235 199 46 £42870 235 199 46	WRANGLER 3dr 4x4 Heavy- on-road manners	-duty off roader lacks ★★☆☆	1.6 123 3 Nav auto 1.6 123 2 Au	£17985 123 154 11 £15610 123 154 11	5.0 V8 S Aubiography Dynamic £82650 503 298 49 3.0 SDV6 HSE £61250 288 199 43
JAZZ 5dr hatch Great packaging makes this a	1.2 75 S Air £ 1.2 84 SE £	11445 76 112 5 12725 84 119 6	3.0d V6 GT Premium  3.0d V6 S Premium	£44535 235 199 46 £46835 235 199 46	3.6 V6 Sahara 3.6 V6 Overland	£29025 276 263 - £31175 276 263 -	1.6 123 3 Au 1.6 123 3 ISG	£16990 123 154 11 £15890 123 139 12	3.0 SDV6 HSE Dynamic £66250 288 199 43 3.0 SDV6 Aubiography Dynamic £76250 288 199 45
1.2 i-VTEC SE £13395 89 123 14	1.2 84 Premium SE £	14725 84 119 6		<b>★★★☆☆</b>	2.8 CRD Overland	£29925 276 270 - £31160 197 213 25	1.4 CRDi 89 1 Air	£13895 89 119 11	4.4 SDV8 Aubiography Dynamic £82650 334 229 47  ■■■■■■■■■■■■■■■■■■■■■■■■■■■■■■■■■■■
1.2 i-VTEC SE-T £14390 89 123 14 1.4 i-VTEC ES Plus £14895 99 129 19 1.4 i-VTEC ES Plus-T £15890 99 129 19	1.4 100 Premium £	13325 98 127 10 14325 98 127 10 15325 98 127 10	3.7 V6 OX GT Premium	£38973 315 265 44 £42571 315 265 45 £34488 235 224 43	WRANGLER 5dr 4x4 Heavy		1.6 CRDi 114 3 ISG	£14995 89 119 11 £17175 114 117 14 £18170 114 117 15	CT 5dr hatch Makes sense only as a company car. Not
1.4 i-VTEC Si-T £15890 99 129 16 1.2 i-VTEC S £11695 89 123 13	1.1 CRDi 75 S Blue £	12445 74 84 6 14225 74 84 6	3.0d GT	£38439 235 224 44 £42037 235 224 44	3.6 V6 Sahara		CARENS 5dr mpv Nicely up t	to scratch now, but no	Tun         ************************************
1.2 i-VTEC S A-C £12545 89 123 13			QX70 5dr 4x4 Big, powerful S			£31595 276 273 22		£25050 136 132 16	

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200h Luxury 200h F Sport 200h Premier	£24745 134 94 20 £26995 134 94 20 £29745 134 94 21	6 4dr saloon A compelling mix performance. Interior a let down 2.0 145 SE		C200 Bluetec SE C200 Bluetec Sport C200 Bluetec AMG Line		GL-CLASS 5dr 4x4 Decent size. Nice cabin, too GL350 BlueTEC AMG Sport	****	1.6D One 2WD 1.6D Cooper 2WD	£17990 89 111 13	1.5 dCi 110 Acenta 1.5 dCi 110 N-tec 1.5 dCi 110 N-tec +	£21600 109 99 17 £23450 109 99 14 £24000 109 99 14
IS 4dr saloon Sleek junior ex ing. Needs a better diesel		2.0 145 SE Nav 2.0 145 SE-L	£20295 143 129 18 £20395 143 129 16	C220 Bluetec SE C220 Bluetec Sport	£29780 168 103 31	GL63 AMG SLK 2dr open Enthusiastic, r	£92350 549 288 50 neat handling and brisk	1.6D Cooper ALL4 4WD 2.0D Cooper SD	£20940 110 123 16	1.5 dCi 110 Tekna 1.6 dCi 130 Tekna	£25550 109 99 15 £26800 128 115 19
250 SE 250 Luxury	£26495 204 199 32 £27995 204 199 33	2.0 145 SE-L Nav 2.0 165 Sport Nav	£21095 143 129 16 £24095 162 135 19	C220 Bluetec AMG Line C250 Bluetec SE		all-weather roadster 200 CGI BlueEff Sport	£34750 181 158 41	2.0D Cooper SD ALL4 4WD	£23830 141 126 20	X-TRAIL 5dr 4x4 Sleek, Qa easy win if you require seven s	eats ★★★☆☆
250 F Sport 250 Premier	£35495 204 213 34	2.2D 150 SE 2.2D 150 SE Nav	£22095 148 108 21 £22795 148 108 21	C250 Bluetec Sport C250 Bluetec AMG Line	£35925 201 117 35	250 CGI BlueEff Sport 350 CGI BlueEff Sport		MITSUBISHI    5dr hatch   Electric city transp		1.6 dCi Visia 2WD 1.6 dCi Acenta 2WD	£23195 128 129 19 £24995 128 129 19
300h SE 300h Luxury 300h F Sport	£29495 217 99 31 £30995 217 103 32 £33495 217 109 32	2.2D 150 SE-L 2.2D 150 SE-L Nav 2.2D 150 Sport Nav	£22895 148 108 19 £23595 148 108 19 £25895 148 108 21	C300 Bluetec Hybrid SE C300 Bluetec Hybrid Sport C300 Bluetec Hybrid AMG Line	£37040 201 94 -	SLK250 CDI SLK250 CDI AMG Sport	£33150 201 132 42	ludicrously expensive MiEV Keiko MIRAGE 5dr hatch Straight		1.6 dCi Acenta 4WD 1.6 dCi n-tec 2WD 1.6 dCi n-tec 4WD	£26695 128 139 20 £27645 128 129 19 £29345 128 139 20
300h Premier GS 4dr saloon Refreshingly	£38495 217 109 33	2.2D 175 Sport 2.2D 175 Sport Nav	£25595 173 119 23 £26295 173 119 23	C-CLASS 5dr estate Decent tic interior - but only okay to driv	t practicality and fantas-	SL 2dr open Big, luxurious ar stud farm. Merc at its best.	nd classier than a royal	for the likes of us 1.0 70 MIVEC 1	<b>★★★☆☆</b>	1.6 dCi Tekna 2WD 1.6 dCi Tekna 4WD	£29645 128 129 19 £31345 128 139 20
engine 300h SE	★★★☆ £31495 179 109 31	6 5dr tourer A compelling mix performance. Interior a let down	<b>★★★★☆</b>	C200 Bluetec AMG Line C200 Bluetec SE	£29770 134 102 25	SL400 SL500 AMG Sport	£81915 429 212 50	1.2 79 MIVEC 2 1.2 79 MIVEC 3	£12054 79 100 18	Spacious but unrefined	nugh, but no Discovery.  ★★★☆
300h Luxury 300h F Sport 300h Premier	£37495 179 113 32 £41745 179 115 33 £43745 179 113 33	2.0 145 SE-L Nav 2.0 165 Sport Nav 2.2D 150 SE Nav	£22425 143 129 16 £25395 162 135 19 £23795 148 116 21	C200 Bluetec Sport C200 SE C220 Bluetec SE		SL63 AMG SL65 AMG	£169670 621 270 50	ASX 5dr hatch Engine sets a otherwise unexceptional 1.6 2 2WD	****	2.5 dCi 190 Acenta 2.5 dCi 190 Tekna <b>370Z 2dr coupé</b> Great eng	£32945 188 224 31 £36280 188 224 31
450h Luxury 450h F Sport		2.2D 175 Sport Nav 2.0 145 SE-L	£27595 173 119 23 £21725 143 131 16	C250 Bluetec SE C63 AMG		CL 2dr coupé Comfortable bi sports car	ig coupe. More GT than	1.6 3 2WD 1.8 Did 3 2WD	£17435 115 137 13	Lots of road noise 3.7 V6 Nismo	★★★☆ £37015 345 248 46
450h Premier LS 4dr saloon Uninspiring lu		2.2D 150 SE 2.2D 150 SE-L	£23095 148 116 21 £24095 148 116 19	C63 AMG S C200 Sport		CL500 CL63 AMG	£118885 536 244 50	1.8 DiD 4 4WD 2.2 DiD 4 4WD auto	£24884 148 153 19	3.7 V6 3.7 V6 GT	£27015 323 248 46 £32015 323 248 46
list attached 460 Luxury	★★★☆ £71995 382 249 48 £74495 382 249 49	2.2D 150 SE-L Nav 2.2D 150 Sport Nav CX-5 5dr 4x4 Superb diesel e	£24795 148 116 19 £27195 148 116 21	C200 AMG Line C220 Bluetec Sport	£32560 168 108 31	CL65 AMG  AMG GT 2dr coupé Clever a for the SLS. Different, but very o	and handsome replacement	SHOGUN 5dr 4x4 Has its ap finesse, but still charming	***	GT-R 2dr coupé A benchma power, sensational value 3.8 V6 2013 MY	ark. Great drive, brutal  ★★★☆  £78020 523 275 50
460 F-Sport 600h L Premier 600h L Premier Night View	£99995 439 199 50	average package  2.0 Skyactiv-G 165 SE-L Nav	★★★☆☆ £22595 162 139 15	C250 Bluetec AMG Line C250 Bluetec Sport C250 Bluetec AMG Line	£35215 201 117 35	4.0 V8 4.0 V8 S	£97195 456 216 50	3.2 Di-DC SG2 3.2 Di-DC SG3 auto 3.2 Di-DC SG4 auto	£29289 197 213 32 £34489 197 224 34 £37489 197 224 34	NOBLE	£10020 323 213 30
NX 5dr hatch Some good ide the pace to drive		2.0 Skyactiv-G 165 SE-L 2.0 Skyactiv-G 165 Sport Nav	£21895 162 139 15 £24895 162 139 16		rn to the old Merc quali-	MG		OUTLANDER 5dr 4x4 Prac although very ordinary inside		M600 2dr coupé A new er Outrageous pace and handling	
300h S 2WD 300h SE	£31495 195 121 31			E300 BlueTECH Hy'd AMG Sport E63 AMG S	£84110 549 232 47	MG3 5dr hatch Neatly tuned mini. Flaws covered up by price	***	2.0 PHEV GX3h 2.0 PHEV GX4h	£37954 200 44 27	4.4 V8 PEUGEOT	£200000 650
300h Luxury 300h F Sport 300h Premier	£34495 195 121 31 £36995 195 121 32 £42995 195 121 33	2.2D Skyactiv-D 150 SE-L Lux 2.2D Sky-D 150 SE-L Lux Nav 2.2D Skyactiv-D 150 Sport Nav	£25995 148 119 20	E200 SE E200 AMG Line E250 SE	£36850 181 142 37	1.5 3Time 1.5 3Form 1.5 3Form Sport	£9299 105 136 4	2.0 PHEV GX4hs 2.2 DI-D GX2 4WD 2.2 DI-D GX3 4WD	£40054 200 44 24 £23984 148 138 22 £26784 148 140 23	ION 5dr hatch Good electri expensive	c powertrain, comically
	ut hybrid function makes a ★★★☆	2.2D Sky-D 150 SE-L AWD	£25395 148 136 17 £26095 148 136 17	E250 AMG Line E63 AMG	£37980 208 142 39 £74115 549 230 47	1.5 3Style  MG6 4dr saloon Good dynar	£9999 105 136 4	2.2 DI-D GX4 4WD		63 66 UK drive	£26216 63 0 28 £26216 63 0 28
450h SE 450h Luxury	£44495 245 145 40 £48495 245 145 41	2.2D Sky-D 175 Sport Nav AWD 5 5dr mpv Functional seven-s	£28695 173 136 21 eater, but not unpleasant	E300 Bluetec Hybrid SE E220 Bluetec SE	£39880 204 109 43 £32750 168 120 34	and running costs 1.8T Magnette TSE		MORGAN  3 WHEELER Odropen Ecce		108 3dr hatch Sister car to second to most city car rivals	the Aygo. And distant  ★★★☆☆
450h F Sport 450h Premier	£51995 245 145 42 £55495 245 145 41	to drive. Lots of kit 2.0 150 Sport Venture 1.6D 115 Sport Venture	★★★☆ £20495 148 159 16 £21895 114 138 16	E220 Bluetec AMG Line E250 CDI SE E250 CDI AMG Line	£36820 201 129 39	1.9 DTi Magnette TSE  MG6 5dr hatch Good dynam and running costs	nics and space. Poor finish	and not a little special 1.9 115 Sport 1.9 115 Bespoke		1.0 Access 1.0 Active 1.0 Active Top	£8245 68 95 6 £9495 68 95 6 £10345 68 95 7
LOTUS ELISE 2dr open Pure sports	s car. Great chassis and	MX-5 2dr open Worthy of its Manageable, fun and attainable	iconic status.	E350 Bluetec AMG Line E-CLASS 5dr estate A retur	£41210 248 154 44	1.8 TCI GT S 1.8 TCI GT SE	£15455 158 174 13	1.9 115 Superdry AERO SUPERSPORTS 2d	£34995 115	1.0 Active S-S 1.0 Active S-S Top	£9745 68 88 6 £10595 68 88 7
steering, low running costs 1.6 Club Racer	★★★★☆ £28580 134 149 43	1.8i Sport Venture 1.8i SE	£18995 125 167 21 £18495 125 167 21	ties. Refined and relaxing E220 Bluetec AMG Line	★★★★☆ £37165 168 135 35	1.8 TCI GT TSE 1.9 DTI GT S	£18955 158 174 14 £16995 148 129 13	kerbside status, but pricey 4.8 V8	★★☆☆ £126900 390 269 -	1.2 VTi Allure 1.2 VTi Allure Top	£10995 81 99 11 £11845 81 99 11
1.6 1.6 Sport	£29050 134 149 43 £30650 134 149 43	with a nifty folding hard top.	T 2dr cc As above, but  ★★★☆	E220 Bluetec SE E250 AMG Line	£39770 208 147 39	1.9 DTI GT SE 1.9 DTI GT TSE	£20195 148 129 14	<b>4-4 2dr open</b> Has its appeal, drive	***	1.2 VTi Feline 108 5dr hatch Sister car to	
1.8 S  EXIGE 2dr coupé Sharp, un Unforgiving on road		1.8i SE 2.0i Sport Tech 2.0i Sport Tech Nav	£19995 125 167 21 £23095 158 181 26 £23295 158 181 26	E250 CDI AMG Line E250 CDI SE E250 SE	£41250 201 145 40 £38755 201 143 39 £37275 208 144 38	MINI HATCH 3dr hatch Has matu		1.6  PLUS 4 2dr open Has its applifinesse, but still charming	£31500	second to most city car rivals  1.0 Active  1.0 Active Top	★★★☆☆ £9895 68 95 6 £10745 68 95 7
3.5 V6 S EVORA 2dr coupé Sublime	£54610 345 236 47	MCLAREN	223273 130 101 20	E300 BlueTEC Hybrid AMG Line E300 BlueTEC Hybrid SE	£44165 201 119 44	its larger footprint . A real conte	ender ★★★★☆	2.0 2 Seater 2.0 4 Seater	£35400 145 172 -	1.0 Active S-S 1.0 Active S-S Top	£10145 68 88 6 £10995 68 88 7
and sweet handling 3.5 V6	★★★★☆ £53080 276 217 50	650S 2dr coupé Extraordina car the 12C should have been	****	E63 AMG	£75905 549 234 47	1.5 Cooper 2.0 S Cooper	£18655 189 133 28	ROADSTER 2dr open More needs better brakes	***	1.2 VTi Allure 1.2 VTi Allure Top	£11395 81 99 11 £12245 81 99 11
3.5 V6 +2 3.5 V6 Sp. Racer 3.5 V6 S	£54980 276 217 50 £58850 276 217 50 £62290 345 229 50	3.8 V8 650S SPIDER 2dr open although noisier – and better for	£195250 641 - 50 More of the same	E-CLASS 2dr coupé A return Refined and relaxing		1.5 D One 1.5 D Cooper 2.0 SD Cooper	£16450 114 92 17	3.7 V6 4 Seater 3.7 V6 <b>PLUS EIGHT 2dr open</b> Olde	£51000 280 £45900 280	1.2 VTi Feline 208 3dr hatch Big improve supermini class	£12245 81 99 11 ement for Peugeot, if not the ★★★☆☆
3.5 V6 S +2 3.5 V6 S Sp. Racer	£64190 345 229 50	3.8 V8 P1 2dr coupé Other-worldly. A	£215250 641 - 50	E200 AMG Line E400 AMG Line Plus	£38420 181 140 39	HATCH 5dr hatch Additional Bottom line embellished neverti	al door hardly adds charm.	requires oodles of cash 4.8 V8	<b>★★★☆☆</b>	1.0 VTi Access 1.0 VTi Access +	£10195 67 99 5 £11445 67 99 6
MASERATI		hypercar history as the F1 3.8 V8	★★★★ £866000 903 194 50	E220 Bluetec SE E220 Bluetec AMG Line	£37590 168 126 39	1.2 One 1.5 Cooper	£14350 102 112 20 £15900 134 109 20	NISSAN		1.0 VTi Active 1.2 VTi Access +	£12395 67 99 6 £11945 81 104 8
GHIBLI 4dr saloon Classy a polished than a 5-Series	and entertaining but less									A A UT: A II	
	★★★★☆ £52275 325 223 50	MERCEDES-BENZ	nility on message: ride	E250 Bluetec AMG Line E350 Bluetec AMG Line F-CLASS CARRIOL ET 2dr	£42425 228 149 46	2.0 S Cooper 1.5 D One	£15490 94 94 17	MICRA 5dr hatch Low runnii average overall 1.2 Vicia	****	1.2 VTi Active 1.2 VTi Allure 1.2 VTi Style	£12895 81 104 8 £14295 81 104 8 £13645 81 104 11
3.0 V6 3.0 V6 S 3.0 V6	£52275 325 223 50 £63415 404 246 50	MIERCIED SEES IN A-CLASS 5 dr hatch Desirab quality seriously off-piste A180 CDI SE ECO	oility on message; ride  ★★★☆ £21965 107 92 16		£42425 228 149 46 open Nice cabin, but best ★★☆☆		£15490 94 94 17 £17050 114 95 17 £20050 168 109 23		£10295 79 115 6 £11945 79 115 7 £13345 79 115 7	1.2 VTi Allure 1.2 VTi Style	
3.0 V6 3.0 V6 S 3.0D V6 QUATTROPORTE 4dr sale cated as it might have been.	£52275 325 223 50 £63415 404 246 50 £48830 271 158 50 <b>con</b> Not quite as sophisti-	A-CLASS 5dr hatch Desirab quality seriously off-piste A180 CDI SE ECO A250 AMG Sport 4MATIC A250 Engin'red by AMG 4MATIC	£21965 107 92 16 £28990 208 154 33 £30910 208 154 34	E350 Bluetec AMG Line E-CLASS CABRIOLET 2dr ride isn't great. Siz-pot engines b E200 AMG Line E400 AMG Line Plus E220 Bluetec SE	E42425 228 149 46  open Nice cabin, but  test ★★☆☆  £41805 181 146 42  £49590 329 185 48  £38465 168 127 41	1.5 D One 1.5 D Cooper 2.0 SD Cooper ONE CLUBMAN 5dr estate funky looks, but not practical 1.6	E15490 94 94 17 E17050 114 95 17 E20050 168 109 23 e Engaging drive and ★★☆☆ £14820 97 129 13	average overall 1.2 Visia 1.2 Acenta 1.2 Tekna 1.2 DIG-S Visia 1.2 DIG-S Acenta	★★☆☆  £10295 79 115 6  £11945 79 115 7  £13345 79 115 7  £12045 97 95 10  £13045 97 99 10	1.2 VTi Allure 1.2 VTi Style 1.6 THP 156 XY 1.6 THP 200 GTi 1.4 HDi Access+ 1.4 HDi Active	£14295 81 104 8 £13645 81 104 11 £18150 154 135 26 £19100 197 139 30 £13245 67 98 11 £14195 67 98 11
3.0 V6 3.0 V6 S 3.0D V6 QUATTROPORTE 4dr salicated as it might have been. 3.0 V6 S 3.8 V8	£52275 325 223 50 £63415 404 246 50 £48830 271 158 50 <b>coon</b> Not quite as sophisti- <b>coop</b> £80095 404 - 50 £110000 523 274 50	A-CLASS 5dr hatch Desirab quality seriously off-piste A180 CDI SE ECO A250 AMG Sport 4MATIC A250 Engin'red by AMG 4MATIC A180 SE A180 Sport	£21965 107 92 16 £28990 208 154 33 £30910 208 154 34 £20715 121 128 18 £21840 121 133 18	E350 Bluetec AMG Line E-CLASS CABRIOLET 2dr ride isn't great. Six-pot engines t E200 AMG Line E400 AMG Line Plus E220 Bluetec SE E220 Bluete CAMG Line E250 CDI AMG Line	E42425 228 149 46  OPEN Nice cabin, but  best ★★☆☆  £41805 181 146 42  £49590 329 185 48  £38465 168 127 41  £41090 168 134 42  £44100 201 128 45	1.5 D One 1.5 D Cooper 2.0 SD Cooper ONE CLUBMAN 5dr estate funky looks, but not practical 1.6 ONE CONVERTIBLE 2dr of	£15490 94 94 17 £17050 114 95 17 £20050 168 109 23 <b>e</b> Engaing drive and ★★☆☆ £14820 97 129 13 £15860 89 103 13 <b>open</b> Lots of style, but	average overall 1.2 Visia 1.2 Acenta 1.2 Tekna 1.2 DIG-S Visia 1.2 DIG-S Acenta 1.2 DIG-S Tekna JUKE 5dr hatch High-riding	★★☆☆ £10295 79 115 6 £11945 79 115 7 £13345 79 115 7 £12045 97 95 10 £13045 97 99 11 £14445 97 99 11 funky hatch is a compel-	1.2 VTi Allure 1.2 VTi Style 1.6 THP 156 XY 1.6 THP 200 GTi 1.4 HDi Access+ 1.4 HDi Active 1.4 HDi Style 1.6 e-HDi 92 Style	£14295 81 104 8 £13645 81 104 11 £18150 154 135 26 £19100 197 139 30 £13245 67 98 11 £14995 67 98 10 £15595 91 95 17
3.0 V6 3.0 V6 S 3.0 D V6 QUATTROPORTE 4dr sale cated as it might have been. 3.0 V6 S	E52275 325 223 50 E63415 404 246 50 £48830 271 178 50  500 Not quite as sophisti ★★★☆ E80095 404 - 50 £110000 523 274 50 £69230 271 163 50 € Fantastic looks and	A-CLASS 5dr hatch Desirab quality seriously off-piste A180 CDI IS ECO A250 AM6 Sport 4MATIC A250 Engin'red by AM6 4MATIC A180 SE A180 Sport A200 Sport A200 AM6 Sport	★★★☆           £21965         107         92         16           £28990         208         154         33           £30910         208         154         34           £20715         121         128         18           £21840         121         133         18           £23365         154         134         23           £24615         154         136         24	E350 Bluetec AMG Line E-CLASS CABRIOLET 2dr ride isn't great. Six-pot engines t E200 AMG Line E400 AMG Line Plus E220 Bluetec SE E220 Bluete CAMG Line E250 CDI AMG Line	E42425 228 149 46  open Nice cabin, but  elect ★★★☆  £41805 181 146 42  £49590 329 185 48  £38465 168 127 41  £41090 168 134 42  £44100 201 128 45  £445810 228 154 48	1.5 D One 1.5 D Cooper 2.0 SD Cooper ONE CLUBMAN 5dr estatr funky looks, but not practical 1.6 1.6D ONE CONVERTIBLE 2dr C poor ride and refinement 1.6	£15490 94 94 17 £17050 114 95 17 £20050 168 109 23 e Engaging drive and ★★★☆ £14820 97 129 13 £15860 89 103 13 open Lots of style, but ★★☆☆	average overall 1.2 Visia 1.2 Visia 1.2 Tekna 1.2 Tekna 1.2 DiG-S Visia 1.2 DiG-S Acenta 1.2 DiG-S Tekna JUKE 5dr hatch High-riding ling package. High CO2 1.2 DiG-I Ceenta	★★☆☆ £10295 79 115 6 £11945 79 115 7 £13345 79 115 7 £12045 97 95 10 £13045 97 99 10 £14445 97 99 11 ,funky hatch: compel- ★★★☆ £15320 114 129 12	1.2 VTi Allure 1.2 VTi Style 1.6 THP 156 XY 1.6 THP 200 GTi 1.4 HDi Access* 1.4 HDi Access* 1.4 HDi Style 1.6 e-HDi 92 Style 1.6 e-HDi 92 Allure 1.6 e-HDi 92 XY	£14295 81 104 8 £13645 81 104 11 £18150 154 135 26 £19100 197 139 30 £13245 67 98 11 £14195 67 98 10
3.0 Vs 3.0 Vs 3.0 Vs 3.0 Vs 3.0 Vs 3.0 Vs  OUATTROPORTE 4dr salt cated as it might have been. 3.0 Vs S 3.8 V8 3.0 Vs Diesel GRANTURISMO 2dr coup soundtrack, average chassis 4.2 V8 4.7 V8 Sport	E52275 325 223 50 E63415 404 246 50 e64830 271 169 50 e64830 271 169 50 e64830 271 169 50 e64920 271 163 50 e64920 271 163 50 e64920 271 163 50 e64920 271 163 50 e65920 271 1	A-CLASS 5dr hatch Desirab quality seriously off-piste A180 CDI SE COD A250 AMG Sport 4MATIC A250 Engin'red by AMG 4MATIC A180 SE A180 Sport A200 AMG Sport A200 AMG Sport A250 AMG Sport A250 AMG Sport A450 AMG Sport A450 AMG Sport	\$\kappa \kappa \k	E350 Bluetec AMG Line F-CLASS CABRIOLET 2dr ride isn't great. Six-pot engines b E200 AMG Line E400 AMG Line Plus E220 Bluetec SE E220 Bluetec SE E220 Bluetec AMG Line E350 Bluetec AMG Line E350 Bluetec AMG Line SSOOL AMG Line E350 Bluetec AMG Line SSOOL AMG Line E350 Bluetec AMG Line SSOOL SSO	E42425 228 149 46  open Nice cabin, but  £41805 181 146 42  £41805 181 146 42  £49590 329 185 48  £41090 168 134 42  £44100 201 128 45  £45810 228 154 48  weight contender.  ★★★☆  £95655 449 207 50  £125595 577 237 50	1.5 D One 1.5 D Cooper 2.0 SD Cooper 2.0 SD Cooper 2.0 SD Cooper ONE CLUBMAN 5 of estat funkly looks, but not practical 1.6 1.60 ONE CONVERTIBLE 2 or coordinate of the cooper of the co	E 15490 94 94 17 E 17050 114 95 17 E 17050 168 109 23 e Engaging drive and ************* E 14820 97 129 13 open Lots of style but ************ E 16420 97 133 14 estate Engaging, but not *************** E 16160 121 129 17	average overall 1.2 Visia 1.2 Acenta 1.2 Tekna 1.2 DeCS Visia 1.2 DeCS Visia 1.2 DECS SAcenta 1.2 DECS Acenta 1.2 DECS Tekna JUKE 56th Batch High-riding ing package. High CO2 1.2 DECS Tekna 1.3 DECS Tekna 1.4 DECS Tekna 1.5 Visia	***  **  **  **  **  **  **  **  **  *	1.2 VTi Allure 1.6 THP 156 XY 1.6 THP 200 GTI 1.4 HDI Access* 1.4 HDI Active 1.4 HDI Style 1.6 e HDI 92 XIyle 1.6 e HDI 92 XIY 1.6 e HDI 92 XIY 1.6 e HDI 92 XIY 1.6 e HDI 15 XY 208 5dr hatch Big improve supermini class	E14295 81 104 8 E13645 81 104 11 E18150 154 135 26 E19100 197 139 30 E13245 67 98 11 E14195 67 98 10 E1495 67 98 10 E15595 91 95 17 E16245 91 95 17 E16245 91 95 16 E18545 113 99 20 ment for Peugeol, if not the
3.0 V6 3.0 V6 3.0 V6 3.0 V6 OUATTROPORTE 4dr salt cated as it might have been. 3.0 V6 S 3.0 V8 3.0 V8 Disesl GRANTURISMO 2dr coup soundtrack, average chassis 4.7 V8 Sport 4.7 V8 Mc Stradale GRANCABRIO 2dr open I GRANCABRIO 2dr open I	E52275 325 223 50 £63415 404 246 50 £63415 404 246 50 <b>con</b> Not quite as sophisti ★★★★ £10005 404 - 50 £110000 523 274 50 € Fantastic looks and ★★★★ £2140 400 330 50 £90390 453 354 50 £109959 5453 337 50 Fantastic looks and	A-CLASS 5dr hatch Desirab quality seriously off-piste A180 CDI SE COME Sport 4MATIC A250 Engin'red by AMG 4MATIC A250 Engin'red by AMG 4MATIC A180 SE A180 Sport A200 Sport A200 AMG Sport A250 AMG Sport A250 AMG Sport A45 AMG A180 CDI Sauto A180 CDI Sport	E21965   107 92   16 E28990   208   154 34 E20915   208   154 34 E20715   121   128   18 E21840   121   133   18 E23365   154   134 23 E24615   154   136 24 E27440   208   140 34 E38195   354   161 43 E23240   107 98   161 43 E23240   107 90 16	E350 Bluetec AMG Line F-CLASS CABRIOLET 2dr ride isn't great. Six-pot engines b E200 AMG Line E400 AMG Line Plus E220 Bluetec SE E220 Bluetec SE E220 Bluetec AMG Line E350 Dila AMG Line E350 CDI AMG Line E350 Bluetec AMG Line SSCLASS 2dr Coupé Heavyu Continent smothering luxury SS00 S63 AMG 6.0 S65 AMG S-CLASS 4dr saloon Still th	E42425 228 149 46  open Nice cabin. but  set ★★★☆  £41805 181 146 42  £49590 329 185 48  £38465 168 127 41  £41090 168 134 42  £44100 201 128 45  £45810 228 154 48  seight contender.  ★★★☆  £56555 449 207 50  £1853056 621 279 50  £1853056 621 279 50  £185305 6621 279 50	1.5 D One 1.5 D Copper 2.0 SD Copper 2.0 SD Copper ONE CLUBMAN 5 of estable funkly looks, but not practical 1.6 1.6 ONE CONVERTIBLE 2 of c OOPE CLUBMAN 5 of estable funkly looks, but not practical enough 1.6 1.6 COOPER CLUBMAN 5 of estable funkly looks of estable funkly	E15490 94 94 17 E20050 168 109 23 E Engaging drive and ★★★★ E144820 97 129 13  open Lots of style, but ★★★★ E16420 97 133 14 Estate Engaging, but not ★★★★ E16420 17 133 14 Estate Engaging, but not E16420 17 133 14 Estate Engaging, but not E16420 18 137 37 38	average overall 1.2 Visia 1.2 Acenta 1.2 Techa 1.2 Dec Sivisia 1.2 Die-S Visia 1.2 Die-S Acenta 1.2 Die-S Scenta 1.2 Die-S Scenta 1.2 Die-S Tekna JUKE 5dr hatch High-riding ing package. High 0.02 1.2 Die-T Acenta Premium 1.2 Die-T Acenta Premium 1.6 Visia 1.6 Visia 1.6 Visia	★★★★ E10295 79 115 7 E10295 79 115 7 E13345 79 115 7 E13345 79 115 7 E13345 79 115 7 E13405 97 99 10 E13405 97 99 10 E14445 97 99 11 E14445 97 99 11 E14445 91 14 129 12 E16470 114 129 12 E16470 114 129 12 E13420 93 138 12 E17900 188 159 21	1.2 VTi Allure 1.2 VTi Style 1.6 THP 156 XY 1.6 THP 200 GTi 1.4 HDi Acctive 1.4 HDi Active 1.4 HDi Style 1.6 e HDi 92 Style 1.6 e HDi 92 Mure 1.6 e HDi 92 Mry 1.6 e HDi 115 XY 2008 5dr hatch Big improve supermini clash 1.0 VTi Access 1.0 VTi Access 1.0 VTi Access	E14295 81 104 8 E13645 81 104 11 E18150 154 135 26 E19100 197 139 30 E13245 67 98 11 E14195 67 98 10 E14195 67 98 10 E15595 91 95 17 E16245 91 95 17 E16245 91 95 16 E1885 113 99 20 E1885 113 99 20 E1885 113 99 20 E1885 17 99 5
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Six-pot engines b E200 AMG Line E400 AMG Line Plus E220 Bluetec SE E220 Bluetec AMG Line E250 CDI AMG Line E350 Bluetec AMG Line E350 Bluetec AMG Line S-CLASS 2dr coupé Heavyt Continent smothering luxury S500 S63 AMG 6.0 S 65 AMG S-CLASS 4dr saloon Still th real world. Calm, advanced, rewa S500 Plug-in Hybrid S500 L AMG Line S400 Hybrid L AMG Line S400 Hybrid L AMG Line S430 MB Line S430 MB Line S430 MB Line S430 Bluetec Lybrid L AMG Line S430 Bluetec Hybrid L AMG Line S350 Bluetec C Line S350 Bluetec Lybrid L AMG Line S350 Bluetec Lybrid LaMG Line C1.5 4dr saloon Saloon-like p rewards 400 AMG Line	E42425 228 149 46  open Nice cabin, but  set ★★★★★  £41805 181 146 42  £41805 181 146 42  £41805 181 146 42  £41950 329 185 48  £38465 168 127 41  £41090 168 134 42  £44100 201 128 45  £45810 228 154 48  weight contender.  ★★★★  £5655 449 207 50  £125959 577 237 50  £125959 577 237 50  £125959 577 237 50  £183065 621 279 50  £82836 65 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 207 50  £88395 449 20	1.5 D One 1.5 D Cooper 2. 0 SD Cooper 2. 0 SD Cooper ONE CLUBMAN 5dr estable intuitive looks, but not practical 1.6 1.6 1.6 1.6 ONE CONVERTIBLE 2dr of ONE CONVERTIBLE 2dr of ONE CONVERTIBLE 2dr of ONE COOPER CLUBMAN 5dr of Practical enough 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6	E15490 94 94 17  £20050 168 109 23  £ Engaging drive and  ★★★★★  £14820 97 129 13  £15860 89 103 13  open Lots of style, but  ★★★★★  £16420 97 133 14  £5420 97 133 14  £5420 129 17  £16420 17 133 14  £5420 18 137 30  £19500 181 137 30  £19500 181 137 30  £19500 181 137 30  £20150 101 103 20  £20160 141 115 22  £20405 141 115 23  £20405 141 115 23  £20405 141 115 23  £20405 141 115 23  £20405 141 115 23  £20405 141 115 23  £20405 141 115 23  £20405 141 115 23  £2060 181 139 30  £2080 181 139 30  £2080 181 139 30  £2080 181 139 30  £2080 181 139 30  £2080 181 139 30  £2080 181 139 30  £2080 181 139 30  £2080 181 139 30  £2080 181 139 30  £2080 181 139 30  £2080 181 139 30  £2080 181 139 30  £2080 181 139 30  £2080 181 139 30  £2080 181 139 30  £2080 181 139 30  £2080 181 139 30	average overall 1.2 Visia 1.2 Acenta 1.2 Tekna 1.2 Tekna 1.2 DieS Sisia 1.2 DieS Tekna 1.6 Visia 1.6 DieS Ties Olimon 1.6 DieS Ties Olimon 1.6 DieS Ties Olimon 1.5 DieS Ties Oli	1	1.2 YIT Allure 1.6 THP 156 XY 1.6 THP 200 6TI 1.4 HDI Access* 1.4 HDI Active 1.4 HDI Style 1.6 e +HDI 92 Allure 1.6 e +HDI 92 Allure 1.6 e +HDI 92 XY 1.6 e +HDI 115 XY 200 5GT hatch Big improve supermin class 1.0 YIT Access 1.2 YIT Allure 1.2 YIT Allure 1.2 YIT Allure 1.4 HDI Access 1.4 HDI Access 1.4 HDI Access 1.4 HDI Access 1.5 YIT Allure 1.6 e +HDI 192 Allure 1.6 e +HDI 92 Allure 1.6 e +HDI 92 Allure 1.6 e +HDI 192 Allure 1.7 e +HDI 192 A	E14295 81 104 81 E18365 81 104 11 E18150 154 135 26 E19100 197 139 30 E19100 197 139 30 E14195 67 98 11 E14195 67 98 11 E14195 67 98 10 E15595 91 95 17 E16245 91 95 17 E16245 91 95 16 E18854 113 99 20 E12955 67 99 6 E12956 67 99 6 E12956 67 99 6 E12956 79 96 E12956 79 97 97 97 97 97 97 97 97 97 97 97 97
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ES2275 325 223 50 E63415 404 246 50 E63415 404 246 50 E48830 271 158 50  OON Not quite as sophisti- ★★★ E80095 404 - 50 E110000 523 271 65 50  € Fantastic looks and ★★★★ E8240 400 330 50 E90390 453 354 50 E100995 453 337 50  Fantastic looks and ★★★★ E98200 433 354 50 E102615 453 337 50  White properties are some and and the some and the	A-CLASS 5dr hatch Desirab quality seriously off-piste at 1880 CDIS ECO AZ50 AM6 Sport 4MATIC AZ50 Engin'red by AM6 4MATIC AZ50 Engin'red by AM6 4MATIC AZ50 Enginered by AM6 5port AZ00 Sport AZ00 Sport AZ00 M6 Sport AZ50 AM6 Sport AZ50 AM6 Sport AZ50 AM6 Sport AZ50 Engineered by AM6 Sport AZ50 Engineered by AM6 Sport AZ50 AM6 Sport AZ50 AM6 Sport AZ50 Engineered by AM6 Sport AZ50 CDI AM6 Sport BC50 CDI AM6 Sport BC50	** * ***  £21965   07   92   16 £28990   208   154   33 £30910   208   154   34 £30910   208   154   34 £20911   212   128   18 £21840   121   133   18 £21840   121   133   18 £21840   121   133   18 £224615   154   136   24 £274610   107   102   16 £23355   154   107   102   16 £22785   107   102   16 £24035   107   102   16 £24035   107   102   16 £24035   107   102   16 £24035   107   102   16 £24035   107   102   16 £25150   120   129   16 £22525   120   129   16 £22525   120   129   16 £22525   103   16   12 £22557   108   94   15 £23170   108   108   15 £23170   108   108   15 £23170   108   108   15 £23170   108   108   15 £23170   108   108   15 £23170   108   108   15 £23170   108   108   15 £23160   134   111   20 £24245   134   111   20 £24245   134   111   20 £24245   134   111   20 £24245   134   111   20 £24245   134   111   20 £24245   134   111   20	E350 Bluetec AMG Line E-CLASS CABRIOLET 2dr ride isn't great. 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Calm. advanced, rewa S500 Plug-in Hybrid S500 LAMG Line S500 Hybrid L S Line S400 Hybrid L S Line S400 Hybrid L S Line S500 Bluetec AMG Line S550 Bluetec L SE Line S350 Bluetec L SE Line	E42425 228 149 46  open Nice cabin, but  set ★★★☆  £41805 181 146 42  £41805 181 185 48  £38465 168 127 41  £41090 168 134 42  £44100 201 128 45  £45810 228 154 48  swight contender.  ★★★★  £5865 449 207 50  £183065 621 279 50  £183065 621 279 50  £183065 621 279 50  £183065 621 279 50  £183065 621 279 50  £183065 621 279 50  £183065 621 279 50  £183065 621 279 50  £183065 621 279 50  £183065 65 50 279 31  £140615 523 259 50  £179985 621 279 50  £179985 621 279 50  £179985 621 279 50  £179985 621 279 50  £62790 254 146 49  £62790 254 146 50  £62790 254 146 50  £62790 254 154 50  £62790 254 154 50  £62790 254 154 50  £62790 254 154 50  £62790 254 155 50  £66500 577 231 50  £66500 175 129 44  £45950 254 46 49	1.5 D One 1.5 D Cooper 2. 0.5 D Cooper ONE CLUBMAN 5 dre Stab timuly looks, but not practical 1.6 1.6 1.6 ONE CONVERTIBLE 2 dr c ONE COOPER CLUBMAN 5 dr e T COOPER CLUBMAN 5 dr e T COOPER CLUBMAN 5 dr e T COOPER COUPER Works 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6	E15490 94 94 17  £20050 168 109 23  £ Engaging drive and   ★★★☆  £164820 97 129 13  open Lots of style, but   ★★★☆  £16420 97 133 14  Estate Engaging, but not   ★★★☆  £16450 121 129 17  £20275 121 129 19  £23365 181 137 30  £19500 181 137 30  £19500 181 137 30  £19500 181 137 30  £195100 181 137 30  £195100 181 137 30  £195100 181 137 30  £195100 181 137 30  £195100 181 139 30  £20180 141 115 22  £20480 181 139 30  £21050 181 139 30  £21050 181 139 30  £21050 181 139 30  £22595 208 157 36  £21070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 111 18 24	average overall 1.2 Visia 1.2 Nesta 1.2 Nesta 1.2 Nesta 1.2 Nesta 1.2 Die-S Visia 1.2 Die-S Visia 1.2 Die-S Visia 1.2 Die-S Acenta 1.2 Die-T Acenta Premium 1.2 Die-T Acenta Premium 1.6 Die-T 190 Acenta Premium 1.6 Die-T 190 Rena 1.5 Gi Tekna 1.5 Gi Tekna 1.2 Die-S Acenta 1.2 Die-S Acenta 1.2 Die-S Acenta 1.2 Die-S Acenta 1.5 Gi Visia 1.5 Gi Tekna 1.5 Gi Visia 1.5 Gi V	The state of th	1.2 YIT Allure 1.6 THP 156 XY 1.6 THP 200 GTI 1.4 HDI ACCESS* 1.4 HDI ACTIVE 1.4 HDI SEVE 1.6 E-HDI 92 Style 1.6 E-HDI 92 Style 1.6 E-HDI 92 XIVE 1.6 E-HDI 92 XIVE 1.6 E-HDI 92 XIVE 1.6 E-HDI 92 XIVE 1.6 E-HDI 192 XIVE 1.0 YIT ACCESS* 1.0 YIT ACCESS* 1.0 YIT ACCESS* 1.0 YIT ACCESS* 1.2 YIT AILURE 1.2 YIT AILURE 1.2 YIT AILURE 1.4 HDI ACCESS* 1.4 E-HDI ACCESS* 1.4 E-HDI ACCESS* 1.4 E-HDI ACCESS STyle 1.5 E-HDI 195 ZHIVE 1.6 E-HDI 92 XIVE 1.6 E-HDI 95 ZHIVE 1.7 E-HDI ACCESS 1.2 E-HDI 15 Feline 1.2 FURFIECH 82 ACCESS 1.2 E-HDI 15 Feline 1.2 FURFIECH 82 ACCESS 1.2 E-HDI 105 Feline 1.2 FURFIECH 82 ACCESS	E14295 81 104 81 E13465 81 104 11 E18150 154 135 26 E19100 197 139 30 E13495 67 98 11 E14195 67 98 11 E14195 67 98 10 E15595 91 95 17 E16245 91 95 17 E16245 91 95 17 E16245 91 95 17 E16245 91 95 16 E18854 113 99 20 E18855 113 194 81 E15245 81 104 81 E1245 81 104 81 E14245 81 81 81 E14245 81 81 E14245 81
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Six-pot engines b  **E200 AMG Line  **E200 AMG Line  **E200 Bluetec SIX  **E200 Bluetec MG Line  **E250 E01 AMG Line  **E250 E01 AMG Line  **E350 Bluetec AMG Line  **S-CLASS 2dr coupé Heavyt  Continent smothering luxury  **S500  **E350 AMG  **O-CLASS 2dr coupé Heavyt  **Continent smothering luxury  **S500 AMG  **S-CLASS 3dr Saloon Still the  **Falon Six MG  **S-CLASS 4dr Saloon Still the  **Falon MG Line  **S500 Plug-in Hybrid  **S500 LAMG Line  **S500 Plug-in Hybrid  **S500 LAMG Line  **S500 Hybrid LAMG Line  **S500 Bluetec AMG Line  **S50 Bluetec AMG Line  **S550 Bluetec AMG Line  **S550 Bluetec LSE Line  **S550 Bluetec AMG Line  **S550 Bluetec LSE Line  **S550 Bluetec LSE Line  **S550 Bluetec LSE Line  **S550 Bluetec LSE Line  **S550 Bluetec LAMG Line  **S550 Bluetec LSE Line  **S550 Bluetec L	E42425 228 149 46  open Nice cabin but  set ★★★☆  E41805 181 146 42  E41805 181 146 42  E41805 181 146 42  E41805 181 146 42  E41950 329 185 48  E41806 181 34 42  E44100 201 128 45  E45810 228 154 48  ewight contender.  ★★★★  E45810 228 154 48  ewight contender.  ★★★★  E183065 621 279 50  se best luxury car in the  rding ★★★★  E87955 436 65 50  E88395 449 207 50  e best luxury car in the  rding ★★★★  E183065 621 279 50  se best luxury car in the  rding ★★★★  E18305 521 279 50  E18305 49 207 50  E18305 521 279 50  E18305 521 279 50  E179985 621 279 50  E66910 254 146 59  E66910 254 146 50  E66910 254 146 50  E66910 254 146 50  E66910 254 146 50  E70940 254 154 50  E66900 177 231 50  E46500 177 231 50  E46500 177 231 50  E46500 177 231 52  E46500 177 231 50	1.5 D One 1.5 D Cooper 2. 0.5 D Cooper ONE CLUBMAN 5 dre Stab timuly looks, but not practical 1.6 1.6 1.6 1.6 ONE CONVERTIBLE 2 dr c poor ride and refinement 1.6 1.6 COOPER CLUBMAN 5 dre 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6	E15490 94 94 17  £20050 168 109 23  £ Engaging drive and  ★★★★  £154820 97 129 13  cpen Lots of style, but  ★★★★  £16420 97 133 14  £516420 97 133 14  £516420 97 133 14  £516420 97 133 14  £516420 97 133 14  £516420 97 133 14  £516420 97 133 14  £516420 97 133 14  £516420 121 129 19  £23365 181 137 30  £19500 181 137 30  £19500 181 137 30  £20150 181 137 30  £20150 181 137 30  £216510 110 103 18  £21625 101 103 20  £20180 141 115 23  £24645 141 115 23  £24650 141 115 23  £24650 181 139 30  £24080 181 139 30  £24080 181 139 32  £25295 208 157 61  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 19  £22070 110 105 11	average overall 1.2 Visia 1.2 Nesia 1.2 Nesia 1.2 Nesia 1.2 Nesia 1.2 Die-S Visia 1.2 Die-S Visia 1.2 Die-S Visia 1.2 Die-S Visia 1.2 Die-S Sacenta 1.2 Die-S Sacenta 1.2 Die-S Tekna JUKE 50f hatch High-riding Ing package, High CO2 1.2 Die-T Recha 1.2 Die-T Acenta Premium 1.2 Die-T Tekna 1.6 Visia 1.6 Die-T 190 Tekna 1.6 Die-T 190 Tekna 1.6 Die-T 190 Tekna 1.6 Die-T 190 Tekna 1.5 Gil Acenta Premium 1.5 Gil Pie-S Nesia 1.5 Gil Recha 1.5 Gil Re	1	1.2 YIT Allure 1.6 THP 156 XY 1.6 THP 200 6TI 1.4 HDI Access* 1.4 HDI Active 1.4 HDI Style 1.6 e HDI 92 Allure 1.6 e HDI 92 XIY 1.6 e HDI 15 XY 2.08 5dr hatch Big improve supermin class 1.0 YIT Access 1.2 YIT Allure 1.2 YIT Allure 1.2 YIT Allure 1.4 HDI Access 1.4 HDI Access 1.4 HDI Access 1.4 HDI Access 1.6 e HDI 192 Allure 1.6 e HDI 192 Allure 1.6 e HDI 192 Allure 1.6 e HDI 195 Edine 1.2 e HDI 115 Feline 1.6 e HDI 195 Edine 1.2 e HDI 115 Feline 1.2 Pure Tech 10 Access	E14295 81 104 81 E13465 81 104 11 E18150 154 135 26 E19100 197 139 30 E13495 67 98 11 E14195 67 98 11 E14195 67 98 10 E15955 91 95 17 E16245 91 95 17 E16245 91 95 16 E18854 113 99 20 E18854 113 99 20 E18854 113 99 20 E18855 113 199 20 E18855 113 199 20 E18855 113 199 20 E18855 113 104 8 E12456 81 104 8 E12458 81 104 8 E13495 81 104 8 E13495 81 104 8 E13495 81 81 81 81 81 81 81 81 81 81 81 81 81
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Six-pot engines b  **E200 AMG Line  **E200 Bluetec SE  **E200 Bluetec AMG Line  **E220 Bluetec AMG Line  **E220 Bluetec AMG Line  **E250 COL AMG Line  **E350 Bluetec AMG Line  **S-CLASS 2dr coupé Heavyt  Continent smothering luxury  **S500  **E3 AMG  **OL ASS 2dr coupé Heavyt  Continent smothering luxury  **S500 I AMG Line  **S500 Plug-in Hybrid	E42425 228 149 46  open Nice cabin, but  set ★★★☆☆  E41805 181 146 42  E49590 329 185 48  E38465 168 127 41  E41090 168 134 42  E44100 201 128 45  E45810 228 154 48  weight contender.  ★★★☆  E45810 228 154 48  weight contender.  ★★★☆  E183065 621 279 50  se best luxury car in the  rdding ★★★★  E45810 228 154 48  weight 27 237 50  se best luxury car in the  rdding ★★★★  E45805 449 207 50  se best luxury car in the  rdding ★★★★  E45805 449 207 50  E118305 621 279 50  se best luxury car in the  rdding ★★★★  E45805 449 207 50  E118305 621 279 50  E88395 449 207 50  E18395 449 207 50  E18395 577 237 50  E119395 577 237 50  E119835 577 237 50  E119835 577 237 50  E119835 577 237 50  E17996 524 146 49  E62905 254 146 49  E62905 254 146 49  E62905 577 231 50  E86500 577 231 50	1.5 D Done 1.5 D Cooper 2.0 SD SD Cooper 2.0	E15490 94 94 17  £20050 168 109 23  £ fnagaling drive and  ★★★☆  £14820 97 129 13  £15860 89 103 13  open Lots of style, but  ★★★☆  £16160 121 129 17  £20275 121 129 19  £23365 181 137 30  £19500 181 137 30  £19500 181 137 30  £2010 101 103 20  £20180 141 115 22  £2465 181 137 30  £2010 101 103 20  £20180 141 115 23  £2010 121 133 20  £20180 181 139 30  £2000 181 139 30  £2000 181 139 30  £2000 181 139 30  £2000 181 139 30  £2000 181 139 30  £2000 181 139 30  £2000 181 139 30  £2000 181 139 30  £2000 181 139 31  £2010 101 105 21  £2070 101 105 21  £2070 101 105 21  £2070 11 118 23  £20710 181 118 23  £20710 181 118 23  £20710 181 118 23  £20710 181 118 23  £20710 181 118 23  £20710 181 118 23  £20710 181 118 23  £20710 181 118 23  £20710 181 118 23  £20710 181 118 23	average overall 1.2 Visia 1.2 Acenta 1.2 Tekna 1.2 Tekna 1.2 DieS Sisia 1.2 DieS Tekna 1.6 Visia 1.6 DieS Ties Tekna 1.6 DieS Ties Tekna 1.6 DieS Ties Tekna 1.5 dieS Ties Tekna 1.5 dieS Ties Tekna 1.5 die Ties Tekna 1.5 die Ties Tekna 1.2 DieS Sacenta 1.2 Acenta Premium 1.2 DieS Acenta Premium 1.5 die Ties Tekna 1.2 DieS Acenta Premium 1.5 die Ties Tekna 1.5 die Ties Tekna 1.5 dies Tekna 1.5 d		1.2 YIT Allure 1.6 THP 156 XY 1.6 THP 200 GTI 1.4 HDI Access+ 1.4 HDI Access+ 1.4 HDI Active 1.4 HDI Style 1.6 e HDI 92 Allure 1.6 e HDI 92 XY 1.6 e HDI 92 XY 1.6 e HDI 15 XY 208 56f hatch Big improve supermin class 1.0 YIT Access+ 1.0 YIT Access+ 1.0 YIT Access+ 1.2 YIT Access+ 1.2 YIT Allure 1.2 YIT Allure 1.4 HDI Access+ 1.5 e HDI 92 Style 1.6 e HDI 91 Stelline 1.6 e HDI 115 Feline 1.7 Pure lech 12 Access 1.2 e HDI 15 Feline 1.2 Pure lech 12 Access+ 1.2 Pure lech 13	E14295 81 104 81 E13465 81 104 11 E18150 154 135 26 E19100 197 139 30 E19190 197 139 30 E14195 67 98 11 E14195 67 98 11 E14195 67 98 10 E15595 91 95 17 E16245 91 95 17 E16245 91 95 16 E18545 113 99 20 E15545 67 99 6 E12995 67 99 6 E12995 67 99 6 E12945 1104 8 E14495 81 104 8 E14495 81 105 51 8 E14495 81 117 9 E16145 108 105 13 E11945 81 107 13 E118955 128 107 13 E118955 128 107 13 E119595 128 107 13
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Six-pot engines b  **E200 AMG Line  **E200 AMG Line  **E200 Bluetec SE  **E220 Bluetec AMG Line  **E250 CDI AMG Line  **E250 AMG  **E250 AMG  **E250 CDI AMG Line  **E250 AMG LINE  **E250 AMG LINE  **E250 Bluetec AMG Line  **E250 Bluetec SE Line  **E250 Bluetec SE Line  **E250 Bluetec LAMG Line  **E250 Bluetec LAMG Line  **E250 Bluetec LAMG Line  **E250 AMG LINE  **E250 Bluetec LAMG Line  **E250 AMG LINE  **E25	E42425 228 149 46  "Open Nice cabin but  lest ★★★☆☆  E41805 181 146 42  E49590 329 185 48  E38465 168 127 41  E41090 168 134 42  E44100 201 128 45  E44100 201 128 45  E45810 228 154 48  weight contender.  ★★★★☆  E183065 621 279 50  E125595 577 237 50  E125595 577 237 50  E125595 577 237 50  E83935 449 207 50  E183055 621 279 50  Ebest luxury car in the running ★★★★  E87965 436 65 50  E88395 449 207 50  E88395 449 207 50  E183056 21 87 65  E88395 49 207 50  E183056 21 279 50  E12595 577 237 50  E72260 204 120 49  E62905 254 146 49  E62905 254 146 49  E62905 254 146 59  E79940 254 151 50  E66910 254 148 50  E79940 254 154 50  E79940 254 154 50  E79950 328 170 50  E66500 177 231 50  E48080 175 129 44  E551400 254 162 47  E57000 577 231 50  E48080 175 129 44  E51400 254 162 47	1.5 D Done 1.5 D Cooper 2.0 SD Cooper 2.0 SD Cooper 2.0 SD Cooper 3.0 SD Cooper 3.0 SD Cooper 3.0 SD Cooper 3.6 Cooper SD Cooper 3.6 COOPER CLUBMAN 5dr estable 1.6 L6 4.6 COOPER CLUBMAN 5dr estable 1.6 L6 Bond Street 1.6 SD SON STREET 1.6 SD SD SD SD SD STREET 1.6 SD SD SD SD STREET 1.6 SD SD SD STREET 1.6 SD SD SD ST SD SD STREET 1.6 SD SD SD ST SD SD SD STREET 1.6 SD SD SD ST SD SD ST SD SD SD SD ST SD SD SD ST SD SD SD ST SD SD SD ST SD SD SD SD ST SD SD SD SD SD SD ST SD	E15490 94 94 17  £20050 168 109 23  £ Engaging drive and  ★★★☆  £14820 97 129 13  open Lots of style, but  ★★★☆  £16420 97 129 13  open Lots of style, but  ★★★☆  £16460 121 129 17  £20275 121 129 19  £23365 181 137 30  £19500 181 137 30  £19500 181 137 30  £11510 110 103 18  £21010 101 103 20  £20180 141 115 23  £24045 141 115 23  £24045 141 115 23  £25090 181 139 30  £25090 181 139 30  £25090 181 139 30  £25090 181 139 30  £25090 181 139 30  £25090 181 139 30  £25090 181 139 30  £25090 181 139 30  £25090 181 139 32  £25090 181 139 32  £25090 181 139 32  £25090 181 139 32  £25090 181 139 32  £25090 181 139 32  £25090 181 139 32  £25090 181 139 32  £25090 181 139 32  £25090 181 139 32  £25090 181 139 32  £25090 181 139 32  £25090 181 139 30  £25090 181 139 30  £25090 181 139 30  £25090 181 181 183 31  £25010 105 191  £250710 101 105 191  £250710 101 105 191  £250710 101 105 191  £250710 101 105 191  £250710 101 105 191  £250710 101 183 34  £250710 141 114 24	average overall 1.2 Visia 1.2 Acenta 1.2 Tekna 1.2 Tekna 1.2 Die-S Visia 1.2 Die-S Acenta 1.2 Die-T Acenta Premium 1.2 Die-T Acenta Premium 1.6 Die-T 190 Acenta Premium 1.5 Die-S Acenta 1.5 GiC Acenta 1.6 Die-S Acenta 1.2 Die-S Acenta 1.2 Die-S Acenta 1.2 Die-S Acenta 1.2 Die-S Acenta 1.5 GiC Ace		12 YIT Allure 1.6 THP 156 XY 1.6 THP 200 GTI 1.4 HDI Access* 1.4 HDI Access* 1.4 HDI Active 1.4 HDI Style 1.6 e HBI 92 Style 1.6 e HBI 15 XY 2008 5 ff hatch Big improve supermin class 1.0 YIT Access* 1.0 YIT Access* 1.0 YIT Access* 1.0 YIT Access* 1.2 YIT Allure 1.4 HDI Access* 1.5 YIT HIP 150 Feline 1.6 e HBI 92 Style 1.6 e HBI 92 Style 1.6 e HBI 92 Style 1.7 Pure lene 15 Access 1.2 e HB 10 Active 1.2 Pure lene 11 Access 1.2 e HBI 12 Pure lene 13 Access 1.2 e HBI 13 Feline 1.2 Pure lene 13 Access 1.2 e HBI 10 Active 1.2 Pure lene 13 Access 1.2 e HBI 10 Active 1.2 Pure lene 13 Allure 1.5 THP 125 Access	E14295 81 104 81 E13645 81 104 11 E18150 154 135 26 E19100 197 139 30 E13245 67 98 11 E14195 67 98 10 E15595 91 95 17 E16245 91 95 16 E18585 113 99 20 E12095 67 99 6 E12095 67 99 10 E14245 81 104 8 E14245 81 81 81 81 81 81 81 81 81 81 81 81 81
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Six-pot engines b E200 AMG Line E400 AMG Line Plus E220 Bluetec SE E200 Bluetec AMG Line E250 CDI AMG Line E350 Bluetec AMG Line E350 Bluetec AMG Line S-CLASS 2dr coupé Heavyc Continent smothering luxury S500 S63 AMG 6. 0.5 65 AMG S-CLASS 4dr saloon Still th eal world. Calm, advanced, rewa S500 Plug-in Hybrid S500 L AMG Line S400 Hybrid L SE Line S400 Bluetec Hybrid L AMG Line S530 Bluetec AMG Line S350 Bluetec Line S350 Bluetec LAMG Line CLS 4dr saloon Saloon-like p rewards 400 AMG Line CLS 5dr Saloon Saloon-like p rewards S500 Bluetec AMG Line S50 Bluetec AMG Line CLS 5dr Saloon-like p rewards S50 Bluetec AMG Line S60 AMG S S20 Bluetec AMG Line S60 LAS D61 AVA Onthe most pri good looking and very decent to GLA250 AMG Line S4420 CD1 Sport 4Matic	E42425 228 149 46  Oppen Nice cabin, but  set ★★★☆☆  E41805 181 146 42  E41805 181 146 42  E41805 181 146 42  E41805 181 146 42  E419590 329 185 48  E41090 168 134 42  E44100 201 128 45  E45810 228 154 48  weight contender.  ★★★★★  E87805 449 207 50  E1125959 577 237 50  E1125959 577 237 50  E125959 577 237 50  E125959 577 237 50  E125959 577 237 50  E125959 577 237 50  E13305 621 279 50  E88395 449 207 50  E88395 449 507 50  E88395 449 507 50  E88395 449 507 50  E88395 449 507 50  E88395 549 507 50  E88395 549 507 50  E88395 549 55  E119385 577 237 50  E179985 621 279 50  E62690 254 146 49  E62905 554 155 50  E66900 577 231 50  E86500 577 231 50  E8	1.5 D Done 1.5 D Cooper 2.0 SD SD Cooper 3.0	E15490 94 94 17  £20050 168 109 23  £ Engaging drive and  ★★★☆  £14820 97 129 13  £15860 89 103 13  open Lots of style, but  ★★★☆  £16160 121 129 17  £20275 121 129 19  £23365 181 137 30  £19500 181 137 30  £19500 181 137 30  £21610 101 103 18  £10710 101 103 18  £10710 101 103 18  £21010 111 118 23  £24055 141 118 23  £24056 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24710 248 183 36  £24710 141 114 22  £251145 181 139 32  £24795 248 157 37  £21860 121 133 19  £21145 181 39 32  £24995 208 157 37  £21860 141 118 23	average overall 1.2 Visia 1.2 Acenta 1.2 Tekna 1.2 Tekna 1.2 DieS Sisia 1.2 DieS Tekna 1.6 Visia 1.6 DieS 1900 Acenta Premium 1.6 DieS 1900 Nismo 1.6 DieS 1900 Nismo 1.5 DieS Tiesna 1.5 DieS Acenta Premium 1.5 DieS Tiesna 1.5 D	15	12 YIT Allure 1.6 THP 156 XY 1.6 THP 200 GTI 1.4 HDI Access+ 1.4 HDI Active 1.4 HDI Style 1.6 • HDI 92 Allure 1.6 • HDI 92 Allure 1.6 • HDI 92 XY 1.6 • HDI 92 XY 1.6 • HDI 115 XY 2008 5dr hatch Big improve supermin class 1.0 YIT Access+ 1.0 YIT Access+ 1.0 YIT Access+ 1.0 YIT Access+ 1.2 YIT Allure 1.2 YIT Allure 1.2 YIT Allure 1.4 HDI Access+ 1.4 HDI Access+ 1.4 HDI Access+ 1.4 HDI Active 1.5 YIT Allure 1.5 YIT Allure 1.6 • HDI 92 Style 1.6 • HDI 192 Allure 1.6 • HDI 192 Style 1.7 Pure lech 130 Active 1.8 THP 155 Access 1.6 THP 155 Feine 1.6 THP 155 Feine 1.6 THP 155 Feine 1.6 THP 155 Active 1.6 THP 155 Active 1.6 THP 155 Feine 1.6 THP 155 Feine 1.6 THP 155 Feine	E14295 81 104 81 E13465 81 104 11 E18150 154 135 26 E19100 197 139 30 E13495 67 98 11 E14195 67 98 11 E14195 67 98 10 E14195 67 98 10 E15595 91 95 17 E1885 91 95 16 E18855 91 95 16 E18855 91 95 16 E18855 91 95 16 E18855 113 99 20 E15245 67 99 6 E12995 67 99 6 E12995 67 99 6 E12995 67 99 6 E12995 67 99 6 E12955 67 98 10 E18555 91 91 95 17 E18695 113 99 19 E16645 91 95 17 E18655 113 10 15 E16995 120 125 16 E199000 120 125 16 E199000 120 125 16 E19905 124 125 20 E118845 91 93 15
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Six-pot engines b E200 AMG Line E400 AMG Line Plus E220 Bluetec SE E220 Bluetec SE E220 Bluetec AMG Line E250 CDI AMG Line E350 Bluetec AMG Line E350 Bluetec AMG Line S-CLASS 2dr coupé Heavyr Continent smothering luxury S500 S63 AMG 6.0 S 65 AMG S-CLASS 4dr saloon Still th real world. Calm, advanced, rewa S500 Plug-in Hybrid S500 I AMG Line S400 Hybrid L SE Line S400 Bluetec Hybrid L AMG Line S400 Bluetec L SE Line S400 Bluetec L SE Line S400 Bluetec L SE Line S400 Bluetec Hybrid L AMG Line S400 Bluetec Hybrid L AMG Line S400 Bluetec Hybrid L AMG Line S400 A	E42425 228 149 46  Oppen Nice cabin, but  set ★★★☆☆  E41805 181 146 42  E49590 329 185 48  E38465 168 127 41  E41090 168 134 42  E44100 201 128 45  E45810 228 154 48  veight contender.  ★★★★★  E68765 449 207 50  E125595 577 237 50  E72990 328 147 49  E14930 328 153 49  E14933 577 237 50  E179985 621 279 50  E179985 621 279 50  E179985 621 279 50  E17985 621 279 50  E17985 621 279 50  E17985 621 279 50  E72600 328 170 50  E66910 254 148 50  E66910 254 148 50  E66900 157 231 50  E66910 577 231 50  E66900 577 231 50  E72665 134 119 25  E87000 577 231 50  E72665 134 119 25  E87000 577 231 50  E72665 134 119 25  E72700 134 119 25  E72700 134 119 25  E72710 134 119 25	1.5 D Done 1.5 D Cooper 2. 0 SD SD Cooper 3. 0 SD Cooper	E15490 94 94 17  £20050 168 109 23  £ Engaging drive and  ★★★☆  £14820 97 129 13  £15860 89 103 13  open Lots of style, but  ★★★☆  £16420 97 133 14  £516420 97 133 14  £516420 97 133 14  £516420 97 133 14  £516420 97 133 14  £516420 97 133 14  £516420 97 133 14  £516420 97 133 14  £516420 101 129 17  £23355 181 137 30  £23510 208 155 34  £117510 110 103 18  £21625 101 032 02  £20180 141 115 22  £24045 141 115 23  £24045 141 115 23  £24045 141 115 23  £24045 141 115 23  £24045 141 115 23  £24045 141 118 23  £24045 141 118 23  £24045 141 118 23  £24045 141 118 23  £2405 141 118 23  £2405 141 118 23  £2405 141 118 23  £2405 141 118 23  £2405 141 118 23  £2405 141 118 23  £2405 141 118 23  £2405 141 118 23  £2405 141 118 23  £2405 141 118 23  £2405 141 118 23  £2405 141 118 23  £2405 141 118 23  £2405 141 118 23  £2405 141 118 23  £2405 141 118 23  £2405 141 118 23  £2405 141 118 23  £2405 141 118 23  £2405 141 118 23  £2405 141 118 23  £2405 141 118 23  £2405 141 118 23  £2405 141 118 23  £2405 141 118 23  £2405 141 118 23  £2405 141 118 23  £2405 141 118 23  £2405 141 118 23  £2405 141 118 23  £2405 141 118 23  £2405 141 118 23  £2405 141 118 23  £2405 141 118 23  £2405 141 118 23  £2405 141 118 23  £2405 141 118 23  £2405 141 118 23  £2405 141 118 23	average overall 1.2 Visia 1.2 Acenta 1.2 Tekna 1.2 Nessa 1.2 DieS Sisia 1.2 DieS Tekna 1.5 Visia 1.5 DieS TieSia 1.2 Acenta 1.2 DieS Acenta 1.2 DieS Acenta 1.5 DieS TieSia 1.5 DieSia 1.5	1	12 YIT Allure 1.6 THP 156 XY 1.6 THP 200 GTI 1.4 HDI Access+ 1.4 HDI Active 1.4 HDI Style 1.6 • HDI 92 Allure 1.7 HA CCCSS + 1.0 YIT Active 1.2 YIT Active 1.2 YIT Allure 1.2 YIT Allure 1.2 YIT Allure 1.3 YIT Allure 1.4 HDI Access + 1.4 HDI Access + 1.4 HDI Active 1.4 HDI Access + 1.4 HDI Active 1.5 HDI 92 Allure 1.6 • HDI 192 Allure 1.6 • HDI 192 Allure 1.6 • HDI 192 Access 1.2 • HTP 108 Access 1.3 HDI 92 Access 1.4 HDI Active 1.5 HDI 192 Access 1.5 HDI 92 Access 1.6 HDI 192 Allure 1.6 HDI 192 Allure 1.6 HDI 192 Allure 1.6 HDI 192 Allure 1.6 HDI 192 Access 1.6 HDI 192 Access 1.6 HDI 192 Access 1.6 HDI 192 Access 1.6 HDI 192 Allure 1.6 HDI 193 Allure 1.7 HDI 193 Allure 1.7 HDI 193 Allure 1.8 HDI 193 Allure 1.9 HDI 19	E14295 81 104 81 E13465 81 104 11 E18150 154 135 26 E19100 197 139 30 E13495 67 98 11 E14195 67 98 11 E14195 67 98 10 E14195 67 98 10 E15595 91 95 17 E16245 91 95 17 E16245 91 95 16 E18855 113 99 20 E15255 81 104 81 E15255 81 81 104 E15255 81 81 104 E15255 81 81 104 E15255 81 81 104 E15255 81 81 107 E16359 91 95 17 E16359 91 93 15 E19355 188 10 31 95 18 E202555 113 100 18 E202555 113 100 18 E202355 188 99 24
3.0 V6 3.0 V5 3.0 V6 0.04 TROPORTE 4dr salt cated as it might have been. 3.0 V6 S 4.7 V8 MC Stradale GRANCABRIO 2dr open is soundtrack, average chassis 4.7 V8 4.7 V8 Sport 4.7 V8 Sport MAZJOA 2.5 dr hatch Much more grow comfortable - if slightly less fun 1.5 T6 SE 1.5 T6 SE-1 1.5 90 SE-1 Nav 1.5 10 S SE-1 1.5 90 SE-1 Nav 1.5 10 S SE-1 1.5 10 S SE-1 1.5 10 S SE-1 1.5 10 S SE-1 1.5 10 S SPort Nav 1.5 10 S Sport 1.5 10 S Sport 1.5 10 S SP-1 2.0 120 S SE-1 2.0 120 S SE-1 2.0 120 S SE-1 Nav 2.1 SE-1 S SE-1 SE-1 Nav 2.1 SE-1 SE-1 SE-1 Nav 2.1 SE-1 SE-1 Nav	ES2275 325 223 50 E63415 404 246 50 E63415 404 246 50 E63415 404 246 50 E48830 271 158 50  OON Not quite as sophisti- ★★★ E880095 404 - 50 E69230 271 163 50 E69230 271 163 50 E69230 271 163 50 E69230 271 163 50 E710000 523 276 50 E71000 52	A-CLASS 5dr hatch Desiral quality seriously off-piste A180 CDIS ECO A250 AM6 Sport 4MATIC A250 Enginered by AM6 4MATIC A180 Sport A250 Enginered by AM6 4MATIC A180 Sport A250 AM6 Sport A180 CDI Sport A180 CDI Sport A180 CDI Sport A180 CDI Sport A200 CDI AM6 Sport B100 CDI AM6 Line B200 CDI Sport B200 CDI AM6 Line B200 CDI Sport B100 CDI AM6 Line B200 CDI Sport B100 CDI AM6 Line B200 CDI Sport B100 CDI AM6 Sport CLA 4dr Saloon Altractive for B200 CDI Sport CLA 200 CDI AM6 Sport CLA 200 CDI AM6 Sport CLA 200 CDI AM6 Sport CLA 200 CDI Sport CLA 20	******  E21955 107 92 16  £28990 208 154 33  £30910 208 154 33  £30910 208 154 33  £30910 208 154 28  £21840 121 133 18  £21840 121 133 18  £22461 5 154 134 23  £22461 5 154 136 24  £23365 154 134 23  £22461 5 154 136 24  £23360 134 118 20  £23510 134 121 21  £25110 134 121 21  £25110 134 121 21  £22752 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16  £23520 120 129 16	E350 Bluetec AMG Line E-CLASS CABRIOLET 2dr ride isn't great. Six-pot engines b E200 AMG Line E400 AMG Line Plus E220 Bluetec SE E220 Bluetec AMG Line E250 E10 AMG Line E350 Bluetec AMG Line E350 Bluetec AMG Line E350 Bluetec AMG Line S-CLASS 2dr coupé Heavyt Continent smothering luxury S500 S63 AMG 6.0 S 65 AMG S-CLASS 4dr saloon Shill th earl world. Calm. advanced. rewa S500 Plug-in Hybrid S500 L AMG Line S400 Hybrid L SE Line S400 Hybrid L AMG Line S63 AMG L S500 LAMG Line S63 AMG L S550 Bluetec AMG Line S63 AMG L S550 Bluetec AMG Line S350 Bluetec AMG Line S350 Bluetec LAMG Line CLS 4dr saloon Saloon-like p rewards 400 AMG Line CLS 4dr Saloon Saloon-like p rewards 400 AMG Line S63 AMG S 220 Bluetec AMG Line G1A250 AMG Line 4Matic G1A250 AMG Line 4Matic G1A250 CDI Sport 4Matic G1A200 CDI Sport 4Matic	E42425 228 149 46  Oppen Nice cabin but  lest ★★★☆☆  E41805 131 146 42  E41805 131 146 42  E41805 131 146 42  E338465 168 127 41  E41909 168 134 42  E44100 201 128 45  E45810 228 154 48  weight contender.  ★★★★★  E67865 449 207 50  E125595 577 237 50  E125595 577 237 50  E125595 577 237 50  E125595 577 237 50  E12595 537 237 50  E12595 243 6 55 50  E88395 449 207 50  E83935 449 207 50  E83936 436 65 50  E88395 449 207 50  E81305 62 137 50  E81305 62 137 50  E81305 249 207 50  E72900 328 137 49  E74930 328 153 49  E149615 523 259 50  E119835 577 237 50  E72260 204 120 49  E62905 254 146 49  E62905 254 146 49  E62905 254 146 50  E67940 254 151 50  E66910 254 148 50  E6690 177 231 50  E66900 577 231 50  E7200 38 162 41  E7200 57 31 50  E7200 38 162 47  E7200 57 31 50  E7200 38 19 49  E7200 57 31 50  E7200 38 19 49  E7200 57 31 50  E7200 50 34 149 25  E7200 57 34 119 25  E7200 57 36 36 36 36 36 36 36 36 36 36 36 36 36	1.5 D Done 1.5 D Cooper 2.0 SD Cooper 3.0 SD	E15490 94 94 17  £20050 168 109 23  £ Engaging drive and ★★★☆  £14820 97 129 13  £19800 191 193 14  £15860 89 103 13  pen Loits of style, but ★★★☆  £16420 97 129 13  21 132 192 193 14  £16420 197 129 17  £16160 121 129 17  £23361 208 155 34  £117510 110 103 18  £20160 121 129 19  £23365 181 137 30  £23610 208 155 34  £117510 110 103 20  £20180 141 115 22  £21405 181 139 32  £21405 181 139 32  £21405 181 139 32  £21405 181 183 30  £22100 181 139 32  £2160 181 139 32  £2160 141 118 23  £21730 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £24760 141 118 23  £2490 141 118 24  £2010 141 114 22  £25010 141 114 22  £25010 141 114 22  £25010 141 114 22  £25010 141 114 22  £25010 141 114 22  £25010 141 114 22  £25010 141 114 22  £25010 141 114 22  £25010 141 114 22  £25010 141 114 22  £25010 141 114 22  £25010 141 114 22  £25010 141 114 22  £25010 141 114 22  £25010 141 114 22  £25010 141 114 22  £25010 141 114 22  £25010 141 114 22  £25010 141 114 22  £25010 141 114 22  £25010 110 111 15  £22370 141 114 22	average overall 1.2 Veisia 1.2 Acenta 1.2 Tekna 1.2 Tekna 1.2 DieS Sisia 1.2 DieS Sisia 1.2 DieS Sisia 1.2 DieS Sisia 1.2 DieS Scenta 1.2 DieS Scenta 1.2 DieS Scenta 1.2 DieS Scenta 1.2 DieS Tekna 1.5 USS Sisia 1.5 DieS Tekna 1.6 Visia 1.5 DieS Tekna 1.5 DieS T	1	12 YIT Allure 1.6 THP 156 XY 1.6 THP 200 GTI 1.6 THP 200 GTI 1.6 THP 200 GTI 1.4 HDI Access+ 1.4 HDI Active 1.4 HDI Style 1.6 e HDI 92 Style 1.6 e HDI 15 XY 1.6 e HDI 115 XY 1.7 E HDI 115 XY 1.6 e HDI 92 XY 1.6 e HDI 92 XY 1.6 e HDI 92 XY 1.6 e HDI 115 Feline 1.6 e HDI 125 Access 1.2 e HDI Active 1.2 Pure I E Access 1.2 e HDI Active 1.2 Pure I E Access 1.2 e HDI 125 Access 1.2 e HDI 125 Access 1.3 E HDI 125 Active 1.5 HDI 125 Active 1.6 HDI 125 Active 1.6 HDI 125 Active 1.6 HDI 125 Active 1.6 HDI 115 Feline 1.6 HDI 125 Active 1.6 HDI 115 Altire 1.6 HDI 125 Active 1.6 HDI 115 Altire 1.6 HDI 115 Altire 1.6 HDI 115 Active 1.6 HDI 115 Active 1.6 HDI 115 Altire 1.6 HDI 115 Altire 1.6 HDI 115 Altire 1.6 HDI 115 Active 1.7 HDI 115 Feline 1.7 HDI 115 Feline 1.8 HDI 115 Active 1.8 HDI 115 Active 1.8 HDI 115 Active 1.9 HDI 115 Feline 1.0 HDI 115 Feline	E14295 81 104 81  E18365 81 104 11  E18150 154 135 26  E19100 197 139 30  E11495 67 98 11  E14195 67 98 11  E14195 67 98 10  E14195 67 98 10  E15595 91 95 17  E17895 91 95 16  E18854 113 99 21  E12455 81 104 81  E12456 81 104 81  E12457 81 104 81  E12458 81 81 104 81  E12458 81 81 81 81  E12458 81 81 82 24  E12458 81 81 91 31 51  E18658 91 93 15  E18658 91 93 15  E18658 91 93 15  E19458 113 99 18  E12658 113 99 18  E12658 113 99 18  E12658 113 99 19  E16458 91 93 15  E16658 91 93 15  E19458 113 90 18  E22658 113 99 18  E22658 113 100 18
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Calm, advanced, rewa S500 Plug-in Hybrid S500 I AMG Line S400 Hybrid L SE Line S43 AMG Line S44 Saloon Saloon-like p rewards MG Line S45 AMG Line S45 Bluetec La MG Line S400 Bluetec Hybrid L AMG Line S400 Bluetec AMG Line	E42425 228 149 46  Oppen Nice cabin, but  set ★★★☆☆  E41805 181 146 42  E49590 329 185 48  E38465 168 127 41  E41090 168 134 42  E44100 201 128 45  E45810 228 154 48  veight contender.  ★★★★  E45810 228 154 48  veight contender.  ★★★★  E18305 621 279 50  se best luxury car in the riding ★★★★  E18305 621 279 50  se best luxury car in the riding ★★★★  E18305 621 279 50  se best luxury car in the riding ★★★★  E18305 621 279 50  se best luxury car in the riding ★★★★  E18305 621 279 50  se best luxury car in the riding ★★★★  E18305 621 279 50  se best luxury car in the riding ★★★★  E87694 328 147 49  E19405 523 289 50  E1179985 621 279	1.5 D Done 1.5 D Cooper 2.0 SD Cooper ONE CLUBMAN 5dr estable thinky looks, but not practical 1.6 1.6 1.6 1.6 1.6 ONE CONVERTIBLE 2dr of poor ride and refinement 1.6 COOPER CLUBMAN 5dr estable thinky looks, but not practical enough 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6	E15490 94 94 17  £20050 168 109 23  £ Engaging drive and  ★★★☆  £16420 97 129 13  pen Lots of style, but  ★★★☆  £16420 97 133 14  £5430 97 133 14  £5430 129 133 14  £5430 129 133 14  £5430 129 17 133 14  £5430 129 17 133 14  £5430 129 17 133 14  £5430 129 17 133 14  £5430 129 133 13  £7430 181 137 30  £7540 181 137 30  £7540 181 137 30  £7540 181 137 30  £7540 181 137 30  £7540 181 137 30  £7540 181 181 37  £7540 181 181 39  £7540 181 183 18  £7540 181 183 18  £7540 181 183 18  £7540 181 183 18  £7540 181 183 18  £7540 181 183 18  £7540 181 183 18  £7540 181 183 18  £7540 181 183 18  £7540 181 183 18  £7540 181 183 18  £7540 181 183 18  £7540 181 183 18  £7540 181 183 18  £7540 181 183 18  £7540 181 183 18  £7540 181 183 18  £7540 181 183 18  £7540 181 183 18  £7540 181 183 30  £7540 181 183 31  £7540 181 183 31  £7540 181 183 31  £7540 181 183 31  £7540 181 183 31  £7540 181 183 31  £7540 181 183 31  £7540 181 183 31  £7540 181 183 31  £7540 181 183 31  £7540 181 183 31  £7540 181 183 31  £7540 181 183 31  £7540 181 183 31  £7540 181 183 32  £7540 181 183 33  £7540 181 183 33  £7540 181 183 33  £7540 181 183 33  £7540 181 183 33  £7540 181 183 33  £7540 181 183 39  £7540 181 183 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181 39  £7540 181 181	average overall 1.2 Visia 1.2 Nesia 1.2 Recenta 1.2 Felsna 1.2 Die-S Visia 1.2 Die-S Tekenta 1.2 Die-T Recenta 1.5 Unit-T Recenta 1.6 Visia 1.6 Die-T 1907 Recenta Premium 1.6 Die-T 1907 Recenta 1.6 Die-T 1907 Recenta 1.6 Die-T 1907 Recenta 1.5 Die-T Recenta 1.5 Gil-S Lecenta 1.5 Gil-S Lecenta 1.5 Gil-S Lecenta 1.5 Gil-S Recenta 1.5 Gil-S Recenta 1.2 Die-S Tekenta 1.2 Die-S Tekenta 1.2 Die-S Tekenta 1.5 Gil-S Recenta 1.	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3.0 V6 3.0 V6 3.0 V6 3.0 V6 OUATTROPORTE 4dr salt cated as it might have been. 3.0 V6 S 3.8 V8 3.0 V6 Diesel 3.0 V7 S 3.8 V8 3.0 V5 Diesel GRANTURISMO 2dr coup soundtrack, average chassis 4.2 V8 4.7 V8 MC Stradale GRANCARRIO 2dr open is soundtrack, average chassis 4.7 V8 MC Stradale GRANCARRIO 2dr open is coundtrack, average chassis 4.7 V8 4.7 V8 MC Stradale GRANCARRIO 2dr open is coundtrack, average chassis 4.7 V8 5.7 S Description of the stradale is significant in the stradale is significa	ES2275 325 223 50 E63415 404 246 50 E63415 404 246 50 E63415 404 246 50 E48830 271 158 50  OON Not quite as sophisti- ★★★ E880095 404 - 50 E69230 271 163 50 E69230 271 163 50 E69230 271 163 50 E69230 271 163 50 E710000 523 274 50 E710000 523 274 50 E7100000 523 274 50 E710000 524 50 E7100000 524 50 E710000 524 50 E71000 524 50 E7	A-CLASS 5dr hatch Desirab quality seriously off-piste A180 CDI SE COA A250 AM6 Sport 4MATIC A250 Enginered by AM6 4MATIC A180 SE A50 Enginered by AM6 4MATIC A180 SE A250 AM6 Sport A250 Enginered by AM6 Sport A250 AM6 Sport A250 Enginered by AM6 Sport B180 AM6 Line B250 Sport B180 Enginered by AM6 Line B250 Enginered by AM6 Sport Edition C43 AM6 C250 EDI AM6 Sport Edition C45 AM6 C220 EDI AM6 Sport Edition C45 Enginered by Engines not so of C200 Sport C200 AM6 Engines not so of C200 Sport C200 AM6 Engines C200 En	★★★☆  E21965 107 92 16  £28990 208 154 33  £30910 208 154 33  £30910 208 154 33  £30910 208 154 33  £30910 208 154 33  £2015 12 128 18  £21840 121 133 18  £22615 154 134 23  £24615 154 136 24  £27440 208 140 34  £3395 354 161 43  £3395 354 161 43  £3395 354 161 43  £3396 107 102 16  £23860 134 118 20  £25110 134 121 10  £2510 120 129 16  £23860 134 118 20  £2515 108 108 15  £22755 154 130 16  £23350 120 129 16  £23350 120 129 16  £23550 120 129 16  £23550 180 180 15  £23575 184 130 16  £24595 154 130 16  £24595 154 130 16  £24595 154 130 16  £24595 154 130 16  £24595 154 130 16  £24595 154 130 16  £24595 154 130 16  £24595 154 130 16  £24595 154 130 16  £24595 154 130 16  £24595 154 130 16  £2455 134 111 20  £25540 134 111 20  £25550 188 108 15  £23175 186 107 25  £3170 187 187 187 187  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27  £26925 134 117 27	E350 Bluetec AMG Line E-CLASS CABRIOLET 2dr ride isn't great. Six-pot engines b E200 AMG Line E400 AMG Line Plus E220 Bluetec SE E220 Bluetec AMG Line E250 CDI AMG Line E350 Bluetec AMG Line E350 Bluetec AMG Line S-CLASS 2dr coupé Heavy Continent smothering luxury S500 S63 AMG 6.0 S 65 AMG S-CLASS 4dr saloon Still th eal world. Calm, advanced, rewa S500 Plug-in Hybrid S500 I AMG Line S400 Hybrid L SE Line S400 Bluetec Hybrid L AMG Line S63 AMG L S500 Bluetec Hybrid L AMG Line S63 AMG L S350 Bluetec LAMG Line C15 4dr saloon Saloon-like p rewards S350 Bluetec LAMG Line C15 4dr saloon Saloon-like p rewards C400 AMG Line C15 S40 SHOEL SE Line S350 Bluetec SE Line S350 Bluetec SE Line S350 Bluetec LAMG Line C15 S40 SAMG S S20 Bluetec AMG Line S63 AMG S S20 Bluetec AMG Line S63 AMG S S20 Bluetec AMG Line S63 AMG S S20 Bluetec AMG Line S63 Bluetec AMG Line S63 Bluetec AMG Line S63 Bluetec AMG Line S64 SAMG S S20 Bluetec AMG Line S65 Bluetec AMG Line G1AS CAMG Line S61AZOO CDI Sport Matic G1AZOO CDI Sport M	F42425 228 149 46  open Nice cabin, but  set ★★★☆  £41805 181 146 42  £41805 181 146 42  £34805 168 127 41  £41090 168 184 42  £44100 201 128 45  £45810 228 154 48  swight contender.  ★★★★  £56565 449 207 50  £183065 621 279 50  £183065 621 279 50  £183065 621 279 50  £183065 621 279 50  £183065 621 279 50  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Make and Model	Price	Вһр	CO ₂ g/km Insurance group	Make and Model	Price	Bhp CO ₂ g/km Insurance group	Make and Model	Price	Bhp CO ₂ g/km Insurance group	Make and Model	Price	Bhp CO, a/km	Insurance group
1.2 PureTech 130 Allure 1.6 BlueHDi 120 Active	£20795 £20745	128 118	115 15 85 20	918 SPYDER 2dr open Por			1.6 dCi 130 Dyn'que TomTom S 1.6 dCi 130 GT Line TomTom S-5			1.4 TSI 140 ACT FR 1.2 TDI 75 S A-C	£16745 £14555	138 10 74 10	
1.6 BlueHDi 120 Allure	£21945 £18345	118	88 21	4.6 V8 MACAN 5dr 4x4 Spookily go	£657400	875 70 50	MEGANE 3dr coupé Stylish guise. R'sport excellent	but averag	ge in normal	1.2 TDI 75 S A-C Ecomotive 1.2 TDI 75 SE Ecomotive	£15080 £15610	74 92 74 92	2 7
1.6 e-HDi 115 Feline	£22845 £20345	113	100 19	utility vehicle in the purest sense	***	<b>★★</b> 234 175 -	1.2 TCe 130 GT Line TomTom ED 1.5 dCi 110 Knight Edition S-S			1.6 TDI 105 SE 1.6 TDI 105 FR	£16160 £17160	104 11 104 11	12 14
1.6 HDi 115 Allure	£21545 £17845		100 18 99 15	3.0 V6 S 3.6 V6 Turbo	£43990	336 212 40 395 216 44	1.6 110 Knight Edition 1.2 TCe 115 Dyn' TomTom S-S	£17650 £19345	109 159 15 113 119 15	TOLEDO 5dr hatch Makes no other lasting impression		nse, but le	
1.6 HDi 92 Active	£19545 £21095	91	99 15 99 24	3.0 V6 S Diesel  PANAMERA 5dr hatch Tec	£43535	254 164 39	1.2 TCe 115 GT Line TomTom S-S 1.6 VVT 110 Dyn'que TomTom		113 119 15 109 159 15	1.2 TSI 85 S 1.2 TSI 105 S	£14265 £15295	84 11 104 11	
	£24145	148	105 26	a great cabin. Soulless 3.0 V6 S	***		2.0T Renaultsport 265 2.0T Renaultsport 275 Trophy	£25930 £28930	261 174 36 271 174 36	1.2 TSI 105 SE 1.4 TSI 122 SE DSG	£16515 £17965	104 11	18 14
163 HDi the best 2.2 HDi 200 GT	***	r#r#		3.0 V6 4S 3.0 V6 S E-hybrid	£86770	414 208 46 410 71 50	1.5 dCi 110 Dyn' TomTom S-S 1.5 dCi 110 GT Line TomTom S-S	£20945	109 90 17 109 90 18	1.6 TDI CR S Ecomotive 1.6 TDI CR SE Ecomotive	£17150 £18370	104 10 104 10	)4 15
1.6 e-HDi 115 Active Nav	£22045 £24895	113	111 24 111 25	3.6 V6 PDK 3.6 V6 4 PDK	£64453	306 196 46 306 203 47	1.6 dCi 130 Dyn' TomTom S-S 1.6 dCi 130 GT Line TomTom S-S	£21445	129 104 20	<b>LEON 3dr hatch</b> Sharp look back from the Golf's quality		ing. Inevit	
2.0 HDi 140 Active Nav 2.0 HDi 140 Allure Nav	£22445 £25295	140	119 27 119 28	4.8 V8 GTS PDK  4.8 V8 Turbo PDK		424 249 50 493 239 50	MEGANE CC 2dr cc Not mo cabin, 1.4 TCe short on pace		drive. Nice	1.6 TDI 110 SE Ecomotive 1.2 TSI 110 S	£19625 £15815	108 87 108 11	
2.0 BlueHDi 150 Allure Nav 2.0 HDi 163 Allure Nav auto	£26395 £27195		109 30 140 30	4.8 V8 Turbo S PDK 3.0D V6		562 239 50 247 166 46	1.2 TCe 130 Dyn'que TomTom 1.2 TCe 130 GT Line TomTom	£23800 £25300	118 169 19 118 169 19	1.2 TSI 110 SE 1.4 TSI 125 SE	£16935 £17535	108 11 123 12	14 13
2.0 HDi Hybrid4 Allure Nav 508 SW 5dr estate As good	£32600	200	91 36	CAYENNE 5dr 4x4 Classy in fun. Hybrid not entertaining		nostly good	1.5 dCi 110 Dyn'que TomTom 1.6 dCi 130 Dyn'que TomTom	£24545 £25045	109 124 17	1.4 TSI 140 FR 1.8 TSI 180 FR	£19265 £20740	138 11 178 13	19 18
looking	***	r★☆		3.0 V6 S E-Hybrid 3.6 V6	£61529	410 79 49 296 215 -	1.6 dCi 130 GT Line TomTom SCENIC 5dr mpv Still a clas	£26545 s act. Well		2.0 TSI 265 Cupra 2.0 TSI 280 Cupra	£25960 £27210	261 15	
1.6 e-HDi 115 Allure Nav 2.0 BlueHDi 150 Allure Nav	£26295 £27795	113	112 25 110 30	3.6 V6 S 3.6 V6 GTS	£61133	414 229 48 414 234 -	equipped 1.2 TCe 130 Dyn. TomTom XMOI	***	<b>*</b> ★ ☆	1.6 TDI CR 105 S 1.6 TDI CR 105 SE	£17515 £18635		9 13
2.0 HDi 140 Active Nav 2.0 HDi 140 Allure Nav	£23645 £26695		125 27 125 28	4.8 V8 Turbo 3.0 V6 Diesel		513 267 50 258 179 45	1.2 TCe 130 Dyn'que TomTom S 1.6 VVT 110 Expr.+ XMOD		113 140 18	2.0 TDI CR 150 SE 2.0 TDI CR 150 FR	£19985 £21530	148 10 148 10	
2.0 HDi 163 Allure Nav auto 2.2 HDi 200 GT	£28595 £32045		144 30 144 37	4.2 V8 S Diesel	£62164	380 209 50	1.6 WT 110 Dyn'que TomTom 1.6 WT 110 Dyn TomTom XMOD	£19360 £19365	109 174 19 109 178 19	2.0 TDI CR 184 FR LEON 5dr hatch Sharp look	£22520 s and handl	181 10 ing. Inevit	
2008 5dr hatch Efficient and short on space and style	***	r #r#		SAVVY 5dr hatch Comprom	ise in quality	y isn't worth	1.2 TCe 115 Dyn. TomTom S-S 1.2 TCe 115 Dyn TomTom XMOD	£20455 £20455	113 135 18 113 140 18	1.6 TDI 110 SE Ecomotive	★ ★ ★ £19925	★☆ 108 87	7 14
	£13195 £14295	81 81	114 10 114 11	the saving 1.2 Style	★★☆ £7995	<u>☆ ☆</u> 75 134 8	1.5 dCi 110 Dyn. TomTom S-S 1.5 dCi 110 Expr.+ XMOD	£21295 £19945	109 105 19 109 128 19	1.2 TSI 110 S 1.2 TSI 110 SE	£16115 £17235	108 11 108 11	
1.2 VTi 82 Allure	£15595 £16750	118		SATRIA NEO 3dr hatch Be unjustifiable	<b>★★☆</b>	<b>ል</b> ል	1.5 dCi 110 Dyn TomTom XMOD 1.6 dCi 130 Dyn. TomTom S-S	£21295 £22395	128 114 23	1.4 TSI 125 SE 1.4 TSI 140 FR	£17835 £19565	123 12 138 11	19 18
	£18150 £18450		135 19 135 19	1.6 GSX 1.6 Sport	£9495	111 157 19 111 157 19	1.6 dCi 130 Dyn TomTom XMOD GRAND SCENIC 5dr mpv	As above, l		1.8 TSI 180 FR 2.0 TDI CR 184 FR	£21040 £22820	178 13 181 10	
1.4 HDi 70 Active	£14495 £15595	67 67	104 10 104 10	GEN-2 4dr saloon Hugely di ★☆☆☆			seats. Nice cabin and ride 1.2 TCe 130 Dyn. TomTom S-S	★ ★ ★ £22025	113 140 19	2.0 TSI 280 Cupra 1.6 TDI CR 105 S	£27510 £17815	104 99	9 13
1.6 e-HDi 92 Active EGC S-S	£16245 £16845	91 91	103 17 98 17	1.6 Persona ecoLogic  GEN-2 5dr hatch Hugely dis		110 157 16 despite price	1.2 TCe 115 Dyn. TomTom S-S 1.6 VVT 110 Dyn'que TomTom	£21675 £20585	109 178 19	1.6 TDI CR 105 SE 2.0 TDI CR 150 SE	£18935 £20285	104 99 148 10	06 19
1.6 e-HDi 92 Feline Calima	£17745 £19145	91 91	103 18 103 17	★☆☆☆☆ 1.3 GLS	£9195	74 164 10	1.5 dCi 110 Dyn. TomTom S-S 1.6 dCi 130 Dyn. TomTom S-S	£22515 £23615					
1.6 e-HDi 92 Feline Mistral 1.6 e-HDi 115 Allure S-S	£19445 £18345	113	103 17 105 20	1.6 GSX ecoLogic	£11195	110 170 16	ROLLS-ROYCE			back from the Golf's quality 1.2 TSI 105 S	★★★ £16675	104 11	
1.6 e-HDi 115 Feline Mistral S	£19745 £20045	113	105 20 105 20	RADICAL SR3 2dr coupé Spectacular			GHOST 4dr saloon The best Fabulously indulgent	***	r★☆	1.2 TSI 105 SE 1.4 TSI 140 FR	£17795 £20390	104 11 138 12	22 18
3008 5dr mpv Good handling tailgate a useful touch	***	r★☆	r	on the way home SL	★ ★ ★ £69850		6.6 V12 EWB	£230000	0 563 317 - 0 563 317 -	1.6 TDI 110 SE Ecomotive	£18845 £20920		7 14
1.6 VTi 120 Access	£25015 £17550	118	155 17	RENAULT			PHANTOM 4dr saloon Opu tag. Benchmark ride quality	***	t★☆	1.6 TDI CR 105 S 1.6 TDI CR 105 SE	£18810 £19930	104 99	
1.6 VTi 120 Allure	£19250 £21200	118	155 17 155 17	TWIZY 2dr hatch Zany solut Suitably irreverent and impraction	cal 🛨 🖈	<b>★★★</b>	6.8 V12 EWB	£336700	0 453 347 - 0 453 380 -	1.8 TSI 180 FR 2.0 TDI CR 150 FR	£22035 £22825	178 13 148 10	06 20
1.6 HDi 115 Access	£22050 £19345	113	154 23 125 18	EV 13kW Urban EV 13kW Technic	£6895 £7595	17 0 10 17 0 11	PHANTOM 2dr coupé Opul tag. Benchmark ride quality	***	r★☆	2.0 TDI CR 150 SE 2.0 TDI CR 184 FR	£21280 £23815	148 10 181 11	12 26
1.6 HDi 115 Allure	£20795 £22745	113	125 18 127 18	<b>ZOE 5dr hatch</b> Far more prace solution. Attractive price	***	<b>★</b> ☆	6.8 VI2 PHANTOM 2dr open Opule	nce befittir			***	☆☆	
1.6 e-HDI 115 Active EGC	£20195 £21645	113	110 18	Expr. Dyn'que Zen	£20195	87 0 15 87 0 16	Benchmark ride quality 6.8 V12 Drophead		0 453 377 -	1.6 TDI 105 i-Tech Ecomotive 2.0 TDI 140 i-Tech	£19345 £20145 £20065	138 12	29 19
2.0 HDi FAP 150 Active	£23595 £21900 £23850	148	112 17 139 24 139 22	Dyn'que Intens TWINGO 5dr hatch Rear-en			wraith 2dr coupé in man behind the wheel - the best Rolle 6.6 V12	r * * *		XL 1.6 TDI 105 i-Tech Ecomotiv XL 2.0 TDI 140 i-Tech ALHAMBRA 5dr mpv Pra	£20865	103 11 138 12	29 19
2.0 HDi Hybrid 4 Active	£27245 £28245	197	85 30	packaged - but not the class lead 0.9 TCe 90 Dyn'que Energy 1.0 SCe 70 Expr.	£11695 £9495	89 99 8 69 105 2	SEAT	££303£0	0 042 321 30	value. Not exciting  2.0 TDI 140 Ecomotive S	***		
5008 5dr mpv Well resolved i useful 7-seat interior		nandlin	g with a	1.0 SCe 70 Play 1.0 SCe 70 Dyn'que S-S	£9995	69 105 3 69 95 3	MII 3dr hatch Predictably no Up. Cheaper, though	t quite as g		2.0 TDI 140 Ecomotive SE 2.0 TDI 140 Ecomotive i-Tech		138 14 138 14	16 18
1.6 VTi 120 Access 1.6 VTi 120 Active	£19350 £21100	118	159 13 159 15	CAPTUR 5dr hatch On mess Better looking than most	sage compa	ct crossover.	1.0 60 S 1.0 60 S AC	£8195 £8705	59 105 1 59 105 1	2.0 TDI 140 Eco' SE Lux	£30900 £28750	138 14 138 15	16 18
1.6 THP 156 Active	£21100 £23750	154	163 16 163 19	0.9 TCe Expr.+ 0.9 TCe 90 Dyn'que Media Nav	£14195	89 115 9 89 115 9	1.0 60 SE 1.0 60 Toca	£9630 £9995	59 105 1 59 105 1		£32420	138 15	
1.6 e-HDi 115 Access EGC	£21895 £23495	113	113 16 123 17	0.9 TCe 90 Dyn'que S Media N 1.2 TCe 120 Dyn'que Media N	£16695	89 115 10 118 125 14	1.0 60 Ecomotive 1.0 75 SE auto	£9530 £10760	59 96 1 74 105 2	SKODA  CITIGO 3dr hatch The VW U	Jo in entry-le	evel Skod	a
1.6 e-HDi 115 Allure EGC	£25295 £21045	113	126 16 124 16	1.2 TCe 120 Dyn'que S MediaN 1.5 dCi 90 Expr.+		118 125 15 89 95 11	1.0 75 Sport MII 5dr hatch Predictably no	£10380	74 108 2	format 1.0 60 S	★★★ £8210	<b>★☆</b>	05 1
1.6 HDi 115 Active	£22745 £24550	113	128 17 135 16	1.5 dCi 90 Dyn'que Media Nav 1.5 dCi 90 Dyn'que S Media N	£16595 £18095	89 95 12 89 95 12	Up. Cheaper, though 1.0 60 S	★ ★ ★ £8545		1.0 60 SE 1.0 60 Monte Carlo	£9060 £10590	59 10	
	£23750 £24950		138 20 149 20	CLIO 5dr hatch Attractive, ni Only the Fiesta does it better	ce to drive a		1.0 60 S AC 1.0 60 SE	£9055 £9980	59 105 1 59 105 1	1.0 60 Greentech SE 1.0 60 Greentech Eleg.	£9420 £10000	59 95 59 95	5 1
2.0 HDi 163 Allure auto	£25550 £26750	161	140 20 149 19	1.2 TCe 120 GT-Line EDC 1.6 Renaultsport 200 Lux		118 120 14 197 144 29	1.0 60 Toca 1.0 60 Ecomotive	£10345 £9880	59 105 1 59 96 1		£10390 Jp in entry-l	74 98 evel Skod	
RCZ 2dr coupé Classy, interes Peugeot's got its mojo back	ting, fun ★★★		r	1.2 75 Expr. 1.2 75 Expr. +	£10995 £12495	75 127 7 75 127 8	1.0 75 SE auto 1.0 75 Sport	£11110 £10730	74 108 2	format 1.0 60 S	★ ★ ★ £8560		05 1
	£24750	154	149 27 149 28	1.2 75 Dyn'que Media Nav 0.9 TCe 90 Expr. +	£13495 £13495	75 127 8 89 104 9	IBIZA 3dr hatch Sharp look: needs a manual	***	<b>* * * *</b>	1.0 60 SE 1.0 60 Monte Carlo	£9410 £10940		)5 2
1.6 THP 200 GT	£24495 £27150	197	155 33 155 34	0.9 TCe 90 Eco Expr. + 0.9 TCe 90 Dyn'que Media Nav		89 99 9 89 104 9	1.2 12v 70 S A-C 1.4 85 SE	£11410 £12545	84 139 9	1.0 60 Greentech SE 1.0 60 Greentech Eleg.	£9770 £10350	59 95 59 95	5 1
2.0 HDi 163 Sport	£32250 £24200	161	145 42 130 29	0.9 TCe Eco Dyn'que Media Na 0.9 TCe 90 Dyn'que S Media Na	v £15495	89 99 9 89 105 10	1.4 85 Toca 1.2 TSI 105 SE DSG	£12870 £14185	104 124 12	FABIA 5dr hatch Straight-I			but
2.0 HDi 163 GT PORSCHE	£26600	161	130 30	1.6 Renaultsport 200 1.5 dCi 90 Expr. +	£14595	197 144 29 89 90 13	1.2 TSI 105 FR 1.2 TSI 105 FR DSG	£14190 £15285	104 124 12	1.0 60 S	£10600	59 10	)6 -
BOXSTER 2dr open Honed, t				1.5 dCi 90 Eco Expr. + 1.5 dCi 90 Dyn'que Media Nav	£14845 £15595	89 83 13 89 90 13	1.4 TSI 140 ACT FR 1.4 TSI 140 ACT FR Edition	£15495 £16110	138 109 22	1.0 75 SE	£11460 £12760	74 10 74 10	)8 -
enhanced. Scarily brilliant 2.7		261	192 40	1.5 dCi 90 Eco Dyn'q Media Nav 1.5 dCi 90 Dyn'q S Media Nav	£16595	89 83 13 89 90 13	1.4 TSI 180 Cupra DSG 1.2 TDI 75 S A-C	£18980 £13305	74 102 7	1.2 90 SE	£13610 £13390	74 10 89 10 89 10	7 -
3.4 S 3.4 GTS CAYMAN 2dr coupé Roof sea	£47725 £53569	326	206 43 211 44	MEGANE 5dr hatch Stylish Nothing exceptional 1.2 TCe 130 GT Line TomTom ED	***	<b>ል</b> ል	1.2 TDI 75 S A-C Ecomotive 1.2 TDI 75 SE Ecomotive 1.6 TDI 105 SE	£13830 £14360 £14910	74 92 7	1.2 110 DSG S	£14240 £13740 £14040	108 10 108 11	19 -
car by any measure 2.7	***	**			£18645	109 90 16 113 119 14	1.6 TDI 105 SE 1.6 TDI 105 FR 2.0 TDI 143 FR	£15910 £17085	104 112 14		£14890 £14090	108 11	0 -
3.4 S 3.4 GTS	£49473	320	206 41	1.2 TCe 115 Dyn' TomTom S-S 1.2 TCe 115 GT Line S-S	£18570	113 119 14 113 119 15	IBIZA 5dr hatch Sharp look: needs a manual		ling. Cupra	1.4 TDI 90 SE 1.4 TDI 90 SE 1.4 TDI 90 SE L	£15390 £16240	89 88 89 88	8 -
911 2dr coupé The best just go worthy of its iconic status		Still mo	ore than	1.6 110 Expr.+ 1.6 110 Knight Edition	£16750	109 159 14 109 159 17	1.2 12v 70 S A-C 1.4 85 SE	£11960 £13095	69 125 5	1.4 TDI 105 SE L  RAPID 5dr hatch Slender f	£16840	104 90	
3.4 Carrera	£74199	345	212 46 219 46	1.6 110 Dyn'que TomTom 1.5 dCi 110 Expr.+ S-S	£17750	109 159 15 109 90 16	1.4 85 Toca 1.2 TSI 105 SE DSG	£13420 £14735			* * * £17145	**	
3.8 Carrera S 3.8 Carrera 4S	£84235	395	224 47 234 48	1.5 dCi 110 Dyn' TomTom S-S 1.5 dCi 110 GT Line TomTom S-S	£19245	109 90 17 109 90 18	1.2 TSI 105 FR 1.2 TSI 105 FR DSG	£14740 £15835	104 119 12	1.6 TDI 90 Eleg.	£17555 £17815	103 11	14 13
3.8 Turbo	£12151	3 514	227 48 227 48	1.6 dCi 130 Dyn' TomTom S-S 1.6 dCi 130 GT Line TomTom S-S	£19745	128 104 20	1.4 TSI 140 ACT FR 1.4 TSI 140 ACT FR Edition	£16045 £16660	138 109 21		£17805 £17055	103 10	04 13
3.8 GT3 911 CABRIOLET 2dr open	£10168	5 468	289 48	MEGANE SPORT TOURES and refined but bland. Nothing e	R 5dr estal	te Stylish	1.2 TDI 75 S A-C 1.2 TDI 75 S A-C Ecomotive	£13855 £14380	74 102 7	1.6 TDI 90 S	£15855 £16805	103 11 103 11	14 13
Still more than worthy of its iconic	c status 7	**		1.2 TCe 115 Expr.+ S-S 1.2 TCe 130 GT Line TomTom ED	£18570	113 119 14 113 119 15	1.2 TDI 75 SE Ecomotive 1.6 TDI 105 SE	£14910 £15460	74 92 7	1.2 75 S	£13190 £13980	74 13	
3.8 Carrera S		395	229 50 224 49	1.5 dCi 110 Knight Edtion S-S 1.6 110 Knight Edition	£19645	109 90 16 109 159 14	1.6 TDI 105 FR 2.0 TDI 143 FR	£16460 £17635	104 112 14		£14930 £14230	84 11	19 10
3.4 Targa 4 3.8 Carrera 4S	£87067 £97975	345	223 49 236 50	1.2 TCe 115 Dyn'que TomTom S- 1.2 TCe 115 GT Line TomTom S-S	S£19570	113 119 14 113 119 15	IBIZA 5dr estate Rivals are fun		tical but Ibiza is		£15180 £15630	84 11 104 12	14 10
3.8 Targa 4S	£97328	395	237 50 231 50	1.6 VVT 110 Expr.+ 1.6 VVT 110 Dyn'que TomTom	£17750 £18750	109 159 14 109 159 15	1.2 70 S A-C 1.4 85 SE	£12660 £13795	69 128 5	1.2 TSI 105 Eleg. 1.2 TSI 105 GreenTech SE	£16380 £15880	104 12 104 11	25 13
			231 50	1.5 dCi 110 Expr.+ S-S 1.5 dCi 110 Dyn'que TomTom S-:	£19245 \$ £20245	109 90 16 109 90 17	1.4 85 Toca 1.2 TSI 105 SE DSG	£14120 £15435	84 139 11	1.2 TSI 105 GreenTech Eleg. 1.2 TSI 105 Sport	£16630 £15630	104 11 104 12	18 13
				1.5 dCi 110 GT Line TomTom S-S		109 90 18	1.2 TSI 105 FR	£15440		1.4 TSI 122 SE DSG	£17425	120 13	4 16



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Make and Model Price Bhp Co ₂ g/km insurance group	Make and Model Price Bhp Co ₂ g/km Insurance group	Make and Model Price Bhp CO ₂ g/km	Make and Model Price Bhp CO ₂ g/km
1.4 TSI 122 Eleg. DSG £18175 120 134 16 1.4 TSI 122 GreenTech SE DSG £17545 120 127 18 1.4 TSI 122 GreenTech Eleg. £18295 120 127 18	2.0 TDI 170 Outdoor 4x4 £29240 168 149 25 2.0 TDI 170 Outdoor Plus 4x4 £30240 168 149 25 2.0 TDI 170 SE £24340 168 122 25	1.2 SZ4 £11879 93 118 11  SWIFT 3dr hatch Cute looks and rewarding handling.  Sport is excellent fun ★★★☆☆	2.0 D-4D Invincible 4WD     £27700     124     137     26       2.2 D-4D Icon 4WD     £26800     148     149     29       2.2 D-4D Invincible 4WD     £28500     148     149     29
1.6 TDI 105 S £16430 103 114 16 1.6 TDI 105 SE £17380 103 114 15	3.6 V6 FSI Eleg. 4WD £31935 256 217 34	1.2 SZ2 £10799 93 116 11 1.2 SZ3 £12359 93 116 11	AVENSIS 4dr saloon Nothing wrong, but nothing exceptional. Good spec ★★★☆☆
1.6 TDI 105 Eleg.     £18130     103     114     15       1.6 TDI 105 GreenTech SE     £17630     103     106     15       1.6 TDI 105 GreenTech Eleg.     £18380     103     106     15		1.2 SZ4     £14039     93     116     11       1.6 Sport     £13999     134     147     19       SWIFT 5dr hatch     Cute looks and rewarding handling.	1.8 V-matic Active         £17700         145         152         17           1.8 V-matic Icon         £20300         145         152         18           1.8 V-matic Icon+         £23250         145         152         18
RAPID 5dr estate Estate shape makes most sense of Rapid's skinny body ★★★☆	awkward image ★★★☆ 1.2 \$ £12105 69 143 5	Sport is excellent fun         ★★★☆           1.2 SZ3 4x4         £14159         93         116         11	2.0 D-4D Active         £18695         124         119         22           2.0 D-4D Icon         £21295         124         119         22
1.2 TSI 105 Eleg.     £16640     104     125 14       1.2 TSI 105 Greentech Eleg.     £16890     104     118 14       1.2 TSI 105 Greentech SE     £16430     104     118 15	1.2 TSI 85 S £12750 84 134 9	1.2 SZ4 4x4     £16439     93     116 11       1.2 SZ2     £11399     93     116 11       1.2 SZ3     £12959     93     116 11	2.0 D-4D Icon+     £24245     124     119     23       2.0 D-4D Excel     £24495     124     119     23       2.2 D-4D 150 Icon     £23450     148     143     25
1.2 TSI 105 SE £16180 104 125 14 1.2 TSI 86 Greentech S £14590 84 114 12 1.3 TSI 86 Greentech S £14590 84 114 12		1.6 Sport £14499 134 147 19	2.2 D-4D 150 Icon+     £25250     148 143 25       2.2 D-4D 150 Excel     £25500     148 145 26       2.2 D-6D 150 Icon+     £25300     148 145 26
1.2 TSI 86 Greentech SE     £15730     84     114 12       1.2 TSI 86 S     £14340     84     119 11       1.2 TSI 86 SE     £15480     84     119 12		SX4 5dr 4x4 Well-priced junior soft-roader. Unsettled ride. Diesel is unrefined ★★★☆☆ 1.6 SZ3 2WD £12595 118 141 18	2.2 D-CAT 150 Icon     £23400     148     165     25       2.2 D-CAT 150 Icon+     £26350     148     165     25       2.2 D-CAT 150 Excel     £26595     148     167     26
1.4 TSI 122 Eleg. DSG £18445 120 134 18 1.4 TSI 122 Greentech SE DSG £18105 120 127 18	1.6 TDI CR 90 Scout £15965 89 124 11		AVENSIS TOURER 5dr estate Nothing wrong, but nothing exceptional. Good spec ★★★☆☆
1.4 TSI 122 G'tech Eleg. DS     £18565     120     127     18       1.4 TSI 122 SE DSG     £17985     120     134     17       1.6 TDI 105 Eleg.     £18390     103     114     16		very worthy crossover also-ran         ★★★☆           1.6 SZ3         £15499         118         127         13           1.6 SZ4         £16499         118         127         13	1.8 V-matic Active     £18750     145     153     17       1.8 V-matic Icon     £21350     145     153     18       1.8 V-matic Icon+     £24300     145     153     18
1.6 TDI 105 Greentech Eleg.     £18640     103     106 16       1.6 TDI 105 Greentech SE     £18180     103     106 16       1.6 TDI 105 S     £16790     103     114 15		1.6 SZ-T         £17999         118         127         13           1.6 SZ5         £20249         118         127         14           1.6 SZ5 Allgrip         £22049         118         135         14	2.0 D-4D Active         £19745         124         120         22           2.0 D-4D Icon         £22345         124         120         22           2.0 D-4D Icon+         £25295         124         120         23
1.6 TDI 105 SE     £16790     103 114 15       1.6 TDI 90 GreenLine     £17930     103 114 16       1.6 TDI 90 GreenLine     £17195     89 99 14	2.0 TDI 140 Outdoor SE Bness 4 £22230 138 152 18	1.6 SZ5 Allgrip     £22049     118     135     14       1.6 DDIS SZ3     £16999     118     110     20       1.6 DDIS SZ4     £17999     118     110     20	2.0 D-4D Excel £26145 124 119 23 2.2 D-4D 150 Icon £24500 148 147 25
1.6 TDI 90 GreenTech Eleg.     £17990     89     106 14       1.6 TDI 90 GreenTech SE     £17530     89     106 14       1.6 TDI 90 S     £16140     89     114 13	1.2 TSI 105 SE £18425 103 142 13	1.6 DDIS SZ-T         £19499         118         110         20           1.6 DDIS SZ-T Allgrip         £21299         118         114         18           1.6 DDIS SZ5         £21749         118         110         19	2.2 D -4D 150 Icon+     £26300     148     147     25       2.2 D -4D 150 Excel     £27150     148     149     26       2.2 D -CAT 150 Icon     £24445     148     170     25
1.6 TDI 90 SE £17280 89 114 14 1.6 TDI 90 Eleg. £17740 89 114 14	1.2 TSI 105 Outdoor SE     £18425     103     142     13       1.2 TSI 105 Eleg.     £20250     103     142     14       1.2 TSI 105 Outdoor Eleg.     £20250     103     142     14		2.2 D-CAT 150 Icon+     £27405     148     170     25       2.2 D-CAT 150 Excel     £28245     148     173     26
OCTAVIA 5dr hatch Extended wheelbase makes the Octavia an even more practical choice ★★★☆  1.6 TDI 105 SE Business £19775 104 99 14	1.8 TSI 160 Outdoor L&K 4WD     £25940     158     184     22       1.6 TDI 105 S GreenLine II     £18405     103     119     14       1.6 TDI 105 Outdoor S GreenLin     £18405     103     119     14	old. Poor driving position         ★★☆☆           2.4 SZ4         £18895         166 204 24           2.4 SZ5         £21570         166 204 24	VERSO 5dr mpv     Ride is firm and boot space limited       with all seats in use     ★★★☆☆       1.6 V-matic Active 5st     £17770     130     154     13
1.6 TDI 105 SE Business     £19775     104     99     14       1.2 TSI 105 S     £16525     104     114     13       1.2 TSI 105 SE     £17875     104     114     13		1.9 DDiS SZ5 £23875 127 174 24	1.6 V-matic Active 3st £17770 130 134 13 1.6 V-matic Active 7st £18300 130 154 13 1.6 V-matic Icon 7st £20300 130 154 14
1.4 TSI 140 SE £19075 138 121 18 1.4 TSI 140 Eleg. £20775 138 121 19 1.8 TSI 140 Eleg. £20775 138 121 19	1.6 TDI 105 Eleg. GreenLine     £21675     103     119     14       1.6 TDI 105 Outdoor Eleg.     £21675     103     119     14       2.0 TDI 110 S     £18255     109     134     14	MODEL S 5dr hatch Brings luxury, range and,	1.8 V-matic Icon M'Drive 7st     £21800     145     159     15       1.8 V-matic Excel M'Drive 7st     £23800     145     159     15       1.6 D-4D Active     £19990     122     119     13
1.8 TSI 180 Laurin & Klement     £26915     178     141     25       2.0 TSI 220 vRS     £24100     217     142     29       1.6 TDI 105 S     £18575     104     99     13	2.0 TDI 110 S £106.35 109 134 14 2.0 TDI 110 Outdoor S £18255 109 134 14 2.0 TDI 110 Outdoor S 4WD £19895 109 154 14	critically, credibility to electric offerings         ★ ★ ★ ★           60kWh         £50280         245         -           85kWh         £57680         416         -	1.6 D-4D Active     £19990     122     119     13       1.6 D-4D Icon     £21995     122     119     14       LAND CRUISER V8 5dr 4x4     A dinosaur, but
1.6 TDI 105 SE         £19925         104         99         13           1.6 TDI 105 Eleg.         £21625         104         99         14           1.6 TDI 110 Greenline         £20515         108         85         15	2.0 TDI 110 SE     £19765     109     134     14       2.0 TDI 110 Outdoor SE     £19765     109     134     14       2.0 TDI 110 Eleq.     £21590     109     134     14	85kWh Performance £69080 416 TOYOTA	likeable. Pricey to buy and run  ★★★☆  4.5 D-4D  £65715 286 250 48
1.6 TDI 110 Greenline     £20515     108     85     15       1.6 TDI 110 SE Business Greenl     £20365     108     85     19       2.0 TDI 150 SE     £20825     148     106     19	2.0 TDI 110 Outdoor Eleg. £21590 109 134 14 2.0 TDI 140 Outdoor SE 4WD £22230 138 152 18	IQ 3dr hatch Inovative microcar. Drives well, comfortable interior. Pricey ★★★☆	LAND CRUISER 3dr 4x4       A real go-anywhere         vehicle. Spongey on road       ★★★☆☆         3.0 D-4D 188 LC3       £32765       185 214 31
2.0 TDI 150 SE Business     £20675     148     106 20       2.0 TDI 150 Eleg.     £22525     148     106 20       2.0 TDI 150 Laurin & Klement     £26755     148     106 22	2.0 TDI 140 Outdoor Eleg. 4WD	1.0 WT-i £11100 67 99 3 1.0 WT-i 2 £12100 67 99 4 1.33 WT-i 3 £13100 97 119 6	LAND CRUISER 5dr 4x4 A real go-anywhere vehicle. Spongey on road ★★★☆☆
2.0 TDI 150 Laurin & Klement £26755 148 106 22 2.0 TDI 184 vRS £24365 181 119 26 OCTAVIA 5dr estate Extended wheelbase makes the	2.0 TDI 170 Outdoor L&K 4WD £27070 168 149 22	AYGO 3dr hatch Probably the best of its ilk, but we'd still pay the premium for a VW Up ★★★☆	3.0 D-4D 190 LC3     £37015     187     213     31       3.0 D-4D 190 LC4     £47465     187     213     34       3.0 D-4D 190 LC5     £52915     187     213     38
Octavia an even more practical choice         ★ ★ ★ ☆           1.6 TDI 105 Eleg. 4x4         £23665         104 119 14           1.6 TDI 105 FLAVA         £23065         104 119 14	FORTWO 3dr hatch A better ForTwo than ever, but	1.0 x £8595 68 95 6 1.0 x-play £9795 68 95 7	GT86 2dr coupé A tail-out tribute to all our favourite things. Splendid ★★★★★
1.6 TDI 105 SE 4x4	there's no new reason to buy it       ★★★☆         0.9 90 Passion       £11720       89       97       -         0.9 90 Prime       £12415       89       97       -	1.0 x-pression         £10995         68         95         7           1.0 x-cite         £11195         68         95         7           1.0 x-clusiv         £11295         68         95         7	2.0 Primo         £22495         197         181         29           2.0         £24995         197         181         29           2.0 Aero         £27495         197         181         29
2.0 TDI 150 Eleg. 4x4       £24565       148       124       20         2.0 TDI 150 SE 4x4       £22865       148       124       19	0.990 Printe £12415 89 97 - 1.0 70 Passion £11125 70 93 - 1.0 70 Passion £11125 70 93 -	AYGO 5dr hatch Probably the best of its ilk, but we'd still pay the premium for a VW Up ★★★☆	2.0 Giallo         £27495         197         181         29           2.0 GT86 auto         £25995         197         164         29
1.2 TSI 105 S         £17115         104         117         13           1.2 TSI 105 SE         £18465         104         117         13           1.4 TSI 140 SE         £19665         138         121         18	1.0 70 Prime         £11820         70         93         -           1.0 70 Proxy         £11820         70         93         -           FORFOUR 5dr hatch         Four doors makes the smart	1.0 x     £8995     68     95     6       1.0 x-play     £10195     68     95     7       1.0 x-pression     £11395     68     95     7	VAUXHALL  AGILA 5dr hatch Spacious, agile city car. Good, but
1.4 TSI 140 Eleg.     £21365     138     121     19       1.8 TSI 180 Laurin & Klement     £27375     178     141     25       2.0 TSI 220 vRS     £24560     217     142     29	1.0 70 Passion £11620 70 97 -	1.0 x-cite         £11595         68         95         7           1.0 x-clusiv         £11695         68         95         7           VARIS 3dr hatch         Good space and value, but not a	too expensive and unrefined ★★☆☆☆  1.2i 16v WT S AC auto £13045 95 131 9  1.2i 16v WT S auto £12535 95 131 9
2.0 TSI 220 vRS     £24560     217     142     29       1.6 TDI 105 S     £19165     104     99     13       1.6 TDI 105 SE     £20515     104     99     13	1.0 70 Proxy £12315 70 97 -	class leader ★★★☆  1.0 WT-i Active £10995 68 99 4	1.2i 16v WT S auto     £12535     95     131     9       1.2i 16v WT SE AC auto     £13560     95     131     10       1.0i 12v ecoFLEX Expr.     £8695     64     109     5
1.6 TDI 105 Eleg.     £22215     104     99     14       2.0 TDI 150 SE     £21415     148     110     19       2.0 TDI 150 Scout 4x4     £25315     148     129     -	SSANGYONG	1.0 WT-i Icon £12745 68 99 5  VARIS 5dr hatch Good space and value, but not a class leader ★★★☆☆	1.0i 12v ecoFLEX S         £ 10635         64         109         6           1.0i 12v ecoFLEX S AC         £ 11145         64         109         6           1.2i 16v WT ecoFLEX S         £ 11305         95         118         9
2.0 TDI 150 Eleg.       £23115       148       110       20         2.0 TDI 150 Laurin & Klement       £27215       148       110       22	class standards         ★★☆☆           2.0d SE 2WD         £14995         147         147         19	1.0 WT-i Active         £11595         68         99         4           1.0 WT-i Icon         £13345         68         99         5	1.2i 16v WT ecoFLEX S AC £11815 95 118 9 1.2i 16v WT ecoFLEX SE AC £12325 95 118 10
2.0 TDI 150 Laurin Klement 4x4 £28665 148 124 21 2.0 TDI 184 Scout 4x4 £27990 181 134 - 2.0 TDI 184 VRS £24825 181 119 26			ADAM 3dr hatch Certainly looks the part, but there are better superminis ahead of it ★★★☆  1.0 S-S Jam £13455 113 114 3
SUPERB 5dr hatch Enormous and brilliant. A cut- price E-class for the masses ★★★☆	short work of mud. Tarmac more tricky         ★★☆☆           2.0 SX         £21995         155         196         -	1.5 VVT-i Hybrid Icon         £16195         98         75         10           1.5 VVT-i Hybrid Excel         £17695         98         82         11	1.0 S-S Glam         £14850         113         114         3           1.0 S-S Slam         £15350         113         114         3
1.6 TDI 105 SE Business Greent     £20625     103     109     17       2.0 TDI 140 Eleg.     £24840     138     119     23       2.0 TDI 140 SE Business     £21090     138     119     22	2.0 EX £24495 155 196 - TURISMO 5dr mpv Incredibly ungainly, but offers huge real estate for the money		1.0 S-S Rocks Air     £16695     113     119     3       1.2 Jam     £11455     69     124     3       1.2 Jam S-S     £11750     69     118     3
2.0 TDI 170 Eleg. 4x4 £28670 168 147 25 2.0 TDI 170 Laurin & Klement 4 £30660 168 147 25	2.0D S         £17995         155         199         27           2.0D ES         £19995         155         199         27	1.33 VVT-i Active         £14945         99         125         7           1.33 VVT-i Icon         £17645         99         125         8	1.2 Glam         £12850         69         124         3           1.2 Glam S-S         £13145         69         118         3
Z.O TDI 170 SE 4x4         £25960         168         147         24           1.4 TSI 125 S         £18690         123         138         19           1.8 TSI 160 SE         £21730         158         158         25		1.6 V-matic Icon CVT £18995 130 134 14	1.2 Slam     £13350     69     124     3       1.2 Slam S-S     £13645     69     118     3       1.4 87 Jam     £11780     86     129     6
1.8 TSI 160 Eleg. DSG     £25750     158 162 26       3.6 V6 FSI Eleg. 4WD     £30655     256 215 34	FORESTER 5dr 4x4 Solid, spacious and willfully unsexy ★★☆☆	1.6 V-matic Excel         £20250         130         140         14           1.8 VVT-i Icon Hybrid         £20645         134         84         7	1.4 87 Glam         £13175         86         129         6           1.4 87 Slam         £13675         86         129         6
3.6 V6 FSI Laurin and Klement     £32645     256     215     34       1.6 TDI 105 S Greenline     £20200     103     109     17       1.6 TDI 105 SE Greenline     £21665     103     109     17	2.0i XE Premium £27495 147 160 23	1.4 D-4D Active £16295 89 99 10	1.4 100 Jam     £12305     99     129     9       1.4 100 Jam S-S     £12600     99     119     9       1.4 100 Glam     £13700     99     129     9
1.6 TDI 105 Eleg. Greenline     £23990     103     109     17       1.6 TDI 105 S     £19890     103     117     17	2.0d X         £24995         145         150         24           2.0d XC         £26995         145         156         25	1.4 D-4D Sport         £19695         89         103         10           1.4 D-4D Excel         £21495         89         103         10	1.4 100 Glam S-S         £13995         99         119         9           1.4 100 Slam         £14200         99         129         9
2.0 TDI 140 S     £20490     138     119     22       2.0 TDI 140 SE     £22130     138     119     23       2.0 TDI 140 Eleq. 4WD     £26430     138     137     22	2.0d XC Premium £28995 145 156 25 XV 5dr 4x4 No nonsense crossover doesn't quite make enough sense ★★☆☆	AURIS TOURING 5dr estate Nothing wrong, but nothing exceptional. Good spec ★★☆☆  1.33 WT-i Active £16045 99 127 7	1.4 100 Slam S-S £14495 99 119 9  CORSA 3dr hatch Very refined, stylish and practical.  Engines not so good ★★★☆☆
2.0 TDI 140 Laurin and Klement £26830 138 119 24 2.0 TDI 140 Laurin Klement 4WD £28420 138 137 23	2.0i SE         £21995         148         160 21           2.0i SE Premium         £23995         148         160 22	1.33 VVT-i Icon         £18745         99         127         8           1.4 D-4D Active         £17395         89         109         10	1.0i 90 S-S Design         £12730         89         102         9           1.0i 90 S-S SRi         £13425         89         102         -
Z.O TDI 170 SE     £23060     168     120     25       Z.O TDI 170 Eleg.     £25770     168     120     26       Z.O TDI 170 Laurin and Klement     £27760     168     120     26	2.0D SE Premium £25995 144 146 27	1.4 D-4D Icon £20095 89 109 10	1.0i 115 S-S Sting £10825 113 - 12
SUPERB 5dr estate Enormous and brilliant. A cut-price E-class for the masses ★★★☆	but no benchmark ★★☆☆☆	1.6 V-matic Icon £19095 130 140 14	1.0i 115 S-S SRi VX-Line £14460 113 1.2i 70 Life £10900 69 126 2
1.4 TSI S         £19815         123         142 19           1.6 TDI 105 S         £21015         103         119 17           1.6 TDI 105 S Greenline         £21325         103         113 17	2.0 D SX Lineartronic £31495 148 166 22  WRX ST1 4dr saloon Appealingly old fashioned and behind the times all at once ★★★☆☆	1.6 V-matic Excel £21350 130 143 14	1.21 TO Sting
1.6 TDI 105 SE Business Green	2.5 STI £28995 296 242 40	PRIUS 5dr hatch Clever and appealing in its own right, not just as a hybrid ★★★☆	1.2i 70 SRi VX-Line £12630 69 126 - 1.2i 70 SE £12240 69 126 -
1.8 TSI 160 Eleg. DSG £27030 158 164 26 1.8 TSI 160 SE £23010 158 160 25		1.8 VVT-i T4 £23745 134 92 15	1.4i 90 Life £11245 89 121 6 1.4i 90 Sting £9340 89 121 -
2.0 TDI 140 Eleg. £26120 138 119 23 2.0 TDI 140 Eleg. 4x4 £27710 138 139 22 2.0 TDI 140 Laurin and Klement £28760 138 119 24	2.0i SE Lux £23995 197 181 31  SUZUKI	1.8 VVT-i Plug-In £33395 134 49 16	1.44 90 Sting
2.0 TDI 140 Laurin Klement 4x4 £30350 138 139 23 2.0 TDI 140 Outdoor 4x4 £27000 138 139 23	<b>ALTO 5dr hatch</b> Energetic, frugal three-pot is great fun. Noisy but endearing ★★★☆☆	★★★☆ 1.8 VVT-i Icon £26145 178 96 11	
2.0 TDI 140 Outdoor Plus 4x4     £28000     138     139     23       2.0 TDI 140 S     £21615     138     119     22       2.0 TDI 140 SE     £23410     138     119     23	<b>1.0 SZ3</b> £8399 67 99 4	1.8 WT-i Excel £29445 178 101 12  RAV4 5dr 4x4 A solid option, but ultimately outgunned by Korean competition ★★★☆☆	1.4i 100 Turbo SE £13240 99 119 -
2.0 TDI 140 SE Business     £22370     138     119     22       2.0 TDI 170 Eleg.     £27050     168     122     26	SPLASH 5dr hatch Lots of space and fun to drive but not cheap ★★★☆☆	2.0 V-matic CVT Icon 4WD       £26000       150       167       29         2.0 D-4D Active 2WD       £22495       124       127       26	1.3 CDTi 75 S-S Life £13150 74 - 6
2.0 TDI 170 Eleg. 4x4     £29950     168     149     25       2.0 TDI 170 Laurin and Klement     £29690     168     122     26       2.0 TDI 170 Laurin&Klement     4x4     £32590     168     149     25	1.0 SZ3 £10319 68 109 7		1.3 CDTI 75 S-S DRi W-Line     £13150     74     -       1.3 CDTI 75 S-S SRi     £13845     74     -       1.3 CDTI 75 S-S SRi WX-Line     £14880     74     -       1.3 CDTI 75 S-S SE     £14490     74     -



With updated styling and a new range of 2.0-litre engines from JLR's Ingenium range, the revised Evoque is said to be far more efficient than the current car. In its most economical form, the new model will return 68mpg and 109g/km. Price £30,000 (est)

## Ariel Nomad Summer 2015

The Atom's 'mucky brother' will cost around £30,000. It can hit 60mph from rest in 3.4sec.

**Aston Martin Vantage GT3** Spring 2015 Race-inspired GT3 gets 592bhp from its V12 engine. It's expected to cost around £250,000.

## Audi Q7 Summer 2015

The Q7 sheds more than 300kg in weight for its second generation. A hybrid Q7 e-tron is also coming.

## BMW 2-series Grand Tourer June 2015

BMW's first seven-seat MPV offers up to 1905 litres of storage space and gets Active Tourer-inspired looks.

## Caterham Seven Spring 2015

Three new Sevens are planned in 2015, to sit between the entrylevel 160 and the range-topping 620R

## Fiat Roadster Early 2016

Compact Mazda MX-5-based roadster was an Alfa and is now a Fiat – although it could use the Abarth badge.

## Ford Galaxy 2016

Sister car to the S-Max, Ford's larger seven-seat MPV arrives to fight the Volkswagen Sharan and Seat Alhambra.

## Jaguar XE May 2015

Jaguar's crucial BMW 3 Series rival arrives with high-tech new chassis, engines and multimedia options.

## Kia Sportage Early 2016

Kia will be hoping for another design hit with its second-generation Sportage SUV.

**Mazda CX-3** Summer 2015 The Skyactiv-based CX-3 is Mazda's Nissan Juke rival. It will be offered with four-wheel drive.

Stay up to date with all the latest new car launches with Autocar's new cars calendar. Head to autocar.co.uk



## **Toyota Auris**

**Summer** 2015

Significant updates to the current Auris include a new grille, redesigned headlights and an updated front bumper. A light refresh of the interior is also expected, while a range of "new and improved" engines has been promised, with at least some of those powerplants set to come from BMW. A hybrid version will also continue to be offered. Price £15,000 (est)

Make and Model		Price	Bhp	CO ₂ g/km Insurance group		Make and Model	Price	CO ₂ g/km Insurance group	Make and Model		Price	Bhp CO ₂ g/km Insurance group	Make and Model	Price	Bhp CO ₂ g/km Insurance group	Make and Model	Price Bhp CO _{2 g} /km	Make and Model		Price	CO ₂ g/km Insurance group
1.3 CDTi 95 : 1.3 CDTi 95 :	S-S SRi VX-Line	£14345 £15380	94	85 S	2.	.O CDTi 165 Elite S-S .O CDTi 195 BiTurbo Elite S-S	£28215 £29700	163 138 23 192 138 27	2.0 CDTi 1 2.0 CDTi 1	40 Elite 40 Elite Nav	£24814 £25664	138 104 19 138 104 19	ANTARA 5dr 4x4 Stylish int Poor residuals	erior blun	its usability. ★☆☆	1.6 TDI 110 BlueMotion 1.6 TDI 90 S	£22365 110 87 1 £20345 89 102 1	5 2.0 TO SHAI	RAN 5dr mpv Refined,	£26930 flexible big N	138 127 19 MPV. Seat
1.3 CDTi 95 CORSA 5d Engines not	<b>dr hatch</b> Very refi	£14990 ned, stylisl	n and p		Cá	IMPERA 5dr hatch There's an meet the asking price SKWh Positiv	***		2.0 CDTi	40 SE	£24004 £22434 £22434	138 104 19	2.4i 16v 167 Exclusiv 2.2 CDTi 163 Exclusiv S-S 2.2 CDTi 163 Exclusiv 4x4 S-S	£21065	161 206 20 161 167 25 161 177 25	2.0 TDI 150 SE	£25050 148 108 1 £23600 148 108 1	7 2.0 TD	DI 177 SE		177 152 23 177 152 23
1.0i 90 S-S I 1.0i 90 S-S S	Design SRi	£13330 £14025	89 89	102 102	- 16 - IN	<mark>6kWh Electron</mark> NSIGNIA 4dr saloon Nearl	£35495 ly as good as	149 27 21 a Mondeo.	2.0 CDTi 1 2.0 CDTi 1	40 SRi Nav 40 SRi VX-Line	£23284 £23654	138 104 19 138 104 19	2.2 CDTi 163 SE Nav 4x4 S-S 2.2 CDTi 163 Diamond S-S	£26325 £21865	161 177 25 161 167 25	MPV proportions. Still no C-N 1.2 TSI 85 S	Max though ★★★☆☆ £19075 84 114	9 1.4 TS 1.4 TS	I 150 S I 150 SE	£25320 £27630	148 167 16 148 167 16
1.0i 90 S-S S	Sting	£11425	113		- 2.	estricted rear visibility  O CDTi 130 Design		161 119 20	2.0 CDTi	40 Tech Line	£24504 £23284	138 104 19	2.2 CDTi 163 Diamond 4x4 S-S 2.2 CDTi 184 SE Nav 4x4 S-S	£27385	184 177 28	1.4 TSI 125 S	£20085 108 117 1 £20845 121 125 1	6 2.0 TD	DI 115 S	£25890	197 198 25 113 146 14
1.0i 115 S-S : 1.2i 70 Life 1.2i 70 Stino		£15060 £11500 £9595	69	126	- 2.	.O CDTi 163 Design .O CDTi 163 Elite .O CDTi 163 SE	£23874	161 114 20	2.0 CDTi		£26644 £20994 £21844	161 119 20	VXR8 4dr saloon Still has ol longer cheap 6.2 GTS	**	appeai. No ★★☆ 576 389 50	1.4 TSI 125 SE 1.4 TSI 150 GT 1.6 TDI 90 S	£21780 121 125 1 £25095 148 130 1 £20895 89 101 1	8 2.0 TD	)I 140 SE	£28950	138 146 18 138 146 18 138 146 18
1.2i 70 Desi 1.2i 70 SRi	ign		69	126 126	- 2. - 2.	.O CDTi 163 SRi .O CDTi 163 SRi Nav	£21494 £22344	161 114 20 161 114 20	2.0 CDTi 1 2.0 CDTi 1	63 Elite 63 Elite Nav	£25174 £26024	161 119 20 161 119 20	VOLKSWAGEN			1.6 TDI 110 S 1.6 TDI 110 BlueMotion	£21850 110 101 1 £22915 110 95 1	3 2.0 TG 3 TIGU	DI 140 Exec I <mark>AN 5dr 4x4</mark> Dull but ca	pable soft ro	
1.2i 70 SRi V 1.2i 70 SE 1.4i 90 Life		£13230 £12840 £11845	69	126 126	- 2.	.O CDTi163 eFLEX EliteNav S-S .8T VXR SuperSport NSIGNIA 5dr hatch Nearly	£29824	321 249 37	2.0 CDTi 1 2.0 CDTi 1 2.0 CDTi 1	63 SE	£24364 £22794 £22794	161 119 20	UP 3dr hatch Hardly revolution better 1.0 75 Groove Up	**	t quantifiably ★ ☆ ☆  74 108 4	1.6 TDI 110 SE 2.0 TDI 150 SE 2.0 TDI 150 GT	£24150 148 112 1	7 1.4 TS	od ride and handling I 160 BMT Match 2WD I 160 Match 4WD		★☆ 158 156 21 158 178 21
1.4i 90 Sting 1.4i 90 Desi	ıg	£9940 £11845	89	121	- In	ert steering 4T 140 Elite Nav	***	<b>★</b> ☆	2.0 CDTi	63 SRi Nav 63 SRi VX-Line	£23644 £24014	161 119 20 161 119 20	1.0 75 Rock Up 1.0 60 Take Up	£13465 £8765				2.0 TD	DI 140 BMT Match 2WD DI 140 BMT Match 4WD	£25150	138 138 18 138 150 19
1.4i 90 Easy 1.4i 90 SRi	ytronic Design	£12500 £12540	89	121	- 1.	4T 140 SRi Nav 4T 140 SRi VX-Line Nav	£21319	138 123 15	2.0 CDTi	95 BiTurbo Elite aut		192 159 24	1.0 60 Move Up 1.0 60 BMT Move Up	£9810 £10170		1.4 TSI 125 SE	£20145 123 125 1	1 2.0 TS		£26485	175 151 23 178 198 24
1.4i 90 SRi V 1.4i 90 SE 1.4i 100 Turl		£13575 £13185 £13195	89	121	- 1.	.6T 170 Elite Nav 8i VVT Design Nav 8i VVT SRi Nav	£17384	138 164 14	2.0 CDTi	95 BiTurbo SRi VX-L	£27474	192 129 24	1.0 75 High Up 1.0 75 BMT High Up UP 5dr hatch Hardly revolution	£11385 £11745	74 98 2	1.4 TSI 150 SE 1.4 TSI 150 GT 2.0 TDI 110 S	£20850 148 123 1 £21715 148 123 1 £20095 109 105 1	8 1.4 TS	I 160 S 4WD	£23650	158 156 18 158 178 18 208 199 22
1.4i 100 Turl 1.4i 100 Turl	rbo SRi VX-Line rbo SE	£14230 £13840	99	119 119	- 2. - 2.	.O CDTi 120 Design Nav .O CDTi 120 Elite Nav	£19934 £24114	118 99 15 118 99 16	2.0 CDTi 1 2.0 CDTi1	95BiTurbSRiVX-Ln Nav 95BiTurbEliteNav auto	£28324 £29669	192 129 24 192 159 24	better 1.0 75 Groove Up	£12500	<b>★☆</b> 1 74 108 4	2.0 TDI 110 SE 2.0 TDI 110 GT	£21425 109 105 1 £22290 109 105 1	7 2.0 TC 7 2.0 TC	DI 110 BMT S 2WD DI 140 BMT S 2WD	£22605 £23155	109 138 14 138 138 17
1.3 CDTi 75 :	S-S Design	£13750 £13750 £14445	74	-	- 2.	.O CDTi 120 SRi Nav .O CDTi 120 SRi VX-Line Nav	£22954	118 99 15 118 99 16	2.0T 250	Elite S-S	£24964		e-up 82 BEV 1.0 60 Take Up 1.0 60 Move Up	£24525 £9140 £10185	59 105 1		£23290 148 109 1	7 2.0 TD	DI 140 BMT S 4WD DI 140 BMT Escape 4WD	£27610	138 150 17 138 150 18
1.3 CDTi 75 : 1.3 CDTi 75 : 1.3 CDTi 75 :	S-S SRi VX-Line	£15480 £15090	74	-	- 2.	.O CDTi 130 Design .O CDTi 130 Design Nav .O CDTi 130 Energy	£19094		2.0T 250	SRi VX-Line S-S	£23804	247 174 26	1.0 60 BMT Move Up 1.0 75 High Up	£10165 £10545 £11760	59 95 1	underneath is superior  1.2 TSI 105 Design DSG	* ★ ★ ☆ ☆ £19850 104 139 1	2.0 TD	DI 140 BMT R-Line 4WD DI 177 BMT R-Line 4WD AREG 5dr 4x4 Good va	£29755	138 150 18 175 151 23 eat blend of
	S-S SRi VX-Line	£15980	94	-	- 2.	.0 CDTi 130 SE .0 CDTi 130 SRi	£20044	128 112 16	2.0 CDTi	63 Country 4x4 95 BiTbo Country 4x4	£25494 £29854	161 147 20 192 174 24	1.0 75 BMT High Up POLO 3dr hatch A mini Golf.		ndling, solid	1.2 TSI 105 Design	£15995 104 137 1 £18390 104 137 1	1 3.0 V6			204 173 39
	<b>dr hatch</b> Good har d. Focus is better	£15590 adling, nice	engin	es but	2.	.O CDTi 130 SRi Nav .O CDTi 130 SRi VX-Line .O CDTi 130 SRi VX-Line Nav	£21264	128 112 16 128 112 16 128 112 16	young fan		***		interior and good value 1.4 TSI 150 ACT BlueGT 1.0 60 S			1.4 TSI 160 Design 1.4 TSI 160 Sport 2.0 TSI 210 Sport	£20425 158 153 1 £22245 158 153 1 £23475 208 169 2	8 3.0 V6	TDI 262 SE	£45215	204 173 40 258 174 42 258 174 42
	ecoFLEX Design	£16835 £15250	94	104 9	2.	.O CDTi 140 Design Nav .O CDTi 140 Elite Nav	£20184 £24364		1.6 CDTi 1	36 Exclusiv AC S-S	£20645	134 116 7 134 116 7	1.0 60 S AC 1.0 60 SE	£11970 £12585	59 106 7 59 106 8	2.0 TSI 210 Turbo Black 2.0 TSI 210 Turbo Silver	£24175 208 169 2 £24175 208 169 2	6 3.0 V6	i TDI 262 Escape AVELLE 5dr mpv Rug	£45415	258 180 42
1.4i VVT 100 1.4i VVT 100	) Tech Line	£16640	99	129	2.	.O CDTi 140 SRi Nav .O CDTi 140 SRi VX-Line Nav	£23204	138 99 19 138 99 19 161 114 20	1.7 CDTi 1	10 Excl. AC Au		109 160 12		£13685 £13110	74 108 10	1.6 TDI 105 BMT 1.6 TDI 105 BMT Design		2 2.0 TD	DI 140 SE SWB		138 189 26 138 206 26
1.6 CDTi 110	ecoFLEX Elite S-S	£23175	108	97 9	2.	.O CDTi 163 Design Nav .O CDTi 163 Elite Nav .O CDTi 163 SRi Nav	£24724	161 114 20	1.7 CDTi 1 1.7 CDTi 1	10 S auto	£20850 £20995 £22505	109 160 12	1.0 75 SE Design 1.2 TSI 90 SE 1.2 TSI 90 SE Design	£14210 £13730 £14830	89 107 15	2.0 TDI 140 Design 2.0 TDI 140 Sport BEETLE CABRIOLET 2	£20900 138 129 1 £22720 138 129 1 <b>2dr open</b> Huge improve-	7 2.0 TD		£37818	138 206 26 138 189 26 138 189 26
1.6 CDTi 110 1.6 CDTi 136	e'FLEX Tec Ln S-S 6 ecoFLEX Elite S-S	£18910 £23770	108	97 9	2.	.O CDTi 163 SRi VX-Line Nav .O CDTi 195 Biturbo SRi Nav	£23564 £25804	161 114 20 192 125 24	1.4i VVT 1 1.4i VVT 1	DO Energy AC DO Tech Line AC	£17635 £13999	99 140 7 99 140 7	1.2 TSI 110 SEL 1.8 TSI 192 GTI	£16260 £18850	108 110 19 189 139 24	ment, but Golf underneath is 1.2 TSI 105	superior ★★★☆☆ £19010 104 142 1	2.0 TD 5 2.0 Bi	DI 140 Exec. 4Mot. SWB TDI 180 SE SWB	£41304 £37698	138 206 26 177 192 31
1.6 CDTi 136		£18330	134	104	2.	.O CDTi 195BiTurbEliteNav aut .O CDTi 195BiTurbSRi VX-LnNa .OT 250 Elito Nav	v £27024	192 149 24 192 125 24 247 169 26	1.4T 120 I	xclusiv AC		118 139 14	1.4 TDI 75 SE 1.4 TDI 75 SE Design 1.4 TDI 90 SEL	£14795 £15895 £16770	74 88 14	1.2 TSI 105 Design 1.4 TSI 160 Design 1.4 TSI 160 Sport	£21405 104 142 1 £23295 158 158 2 £24895 158 158 2	3 2.0 Bi	TDI 180 SE LWB	£39858	177 208 32 177 192 31 177 192 31
1.6CDTi 110e	e'FLEX Tec LnGT S-S	\$ £19770	108	97 9	2.	.OT 250 SRi VX-Line Nav .8T VXR Supersport	£23354		1.4T 140 I	xclusiv AC	£19195 £20040	138 149 14	POLO 5dr hatch A mini Golf. interior and good value	Sweet har		1.6 TDI 105 BMT 1.6 TDI 105 BMT Design	£20820 103 118 1	5 2.0 Bi		£42414	177 199 31 177 214 31
1.6i VVT 115 1.6i VVT 115	Design Excite	£16060 £18600	114	147 12 147 12	2 1.	4T 140 Design 4T 140 Design Nav	£18299		1.3 CDTi 7	5 Tech Line AC	£19225 £15740	74 124 5	1.0 60 S AC	£12600	59 106 7		£25625 138 134 2	1 2.0 Bi	TDI180 Bus. 4Mot.SWBDSI TDi 180 Ex. 4M SWB		177 232 31 177 208 32
1.61 VVT 115 1.61 VVT Tect 1.7 CDti 110		£17450	114	147 12	1.	4T 140 Energy 4T 140 SRi 4T 140 SRi VX-Line	£19249	138 123 15	1.6 CDTi 1		£21340	94 105 7 108 99 -	1.0 60 SE 1.0 60 SE Design 1.0 75 SE	£13215 £14315 £13740	59 106 8	CC 4dr saloon Loses a na	£26125 208 174 3 me and adds some flair, but * * * * *	VO	5dr hatch New hatchba	rk adds Swo	dish flavour
2.0 CDTi 165	5 e'FLEX Tech L S-S 5 Tech Line GT S-S	£19995 £20855	158	119 20	) 1. I 1.	4T 140 SE 4T 140 Tech Line	£19249 £20099	138 123 15 138 123 15	and saloo 1.7 CDTi 1	n-like handling 10 ecoFLEX Des'n Nav	★ ★ ★ £25375	r★☆ 109 134 16	1.0 75 SE Design 1.2 TSI 90 SE	£14840 £14360	74 108 11 89 107 15	1.4 TSI 160 BMT 2.0 TDI 177 BMT GT	£25050 158 144 2 £29820 177 120 2	7 to stoo 7 1.6 T2	ck Ford platform 120 ES	***	
1.4i VVT 87 I 1.4i VVT 100 1.4T SRi			99	129 9	1.	4T 140 Elite 6T 170 Elite	£23019	168 139 20	1.7 CDTi 1	10 ecoFLEX Excl' Nav 25 ecoFLEX Des'n Nav 25 ecoFLEX Excl' Nav	£25625	123 134 18	1.2 TSI 110 SEL	£15460 £16890 £18490	108 110 19	2.0 TSI 210 GT 2.0 TSI 210 R-Line 2.0 TDI 140 BMT	£29285 208 169 2 £29935 208 169 3	2 1.6 T2	120 SE	£20520	118 124 19 118 124 19 118 124 19
1.6i VVT Elite 1.6i VVT SRi		£21240	114	147 12	1.	8i VVT Design 8 VVT Energy 8 VVT SRi	£19989	138 164 15	1.8i VVT 1	20 Design	£22630 £23380	116 168 17	1.4 TSI 150 ACT BlueGT 1.8 TSI 192 GTI 1.4 TDI 75 SE	£19480 £15425	189 139 24	2.0 TDI 140 BMT GT 2.0 TDI 177 BMT R-Line	£26115 138 119 2 £27695 138 119 2 £30470 177 120 2	4 1.6 T2	120 SE Lux Nav	£23720	118 124 20 118 124 19
1.6T SRi 2.0 CDTi 165	5 ecoFLEX Elite S-S	£20810	177	159 2	1 2.	.OT 250 SRi VX-Line .OT 250 Elite	£22504 £23664	247 169 26 247 169 26	1.8i VVT 1 1.8i VVT 1	20 Excite 20 Exclusiv	£19250	116 168 17 116 168 17	1.4 TDI 75 SE Design 1.4 TDI 90 SEL	£16525 £17400	79 88 16	now	predictable drive. Feeling ol ★★★☆☆	1.6 T2 1.6 T2	120 R-Design Nav 120 R-Design Lux Nav	£22495 £24170	118 124 19 118 124 21
2.0 CDTi 195	5 ecoFLEX SRi S-S 5 Biturbo S-S dr estate More co	£24205	192	134 2	1 2.	.O CDTi 120 Energy	£22454	118 99 16	1.8i VVT 1	40 Design Nav	£20000 £24120 £20740	138 168 17	GOLF CABRIOLET 2dr ope uninspiring four-seat soft-top 1.6 TDI 110 BlueMotion	**	<b>★</b> ★☆	1.4 TSI 160 Sport 2.0 TSI 210 Sport 2.0 TDI Blue Tech Sp.	£27610 158 157 2 £29610 208 165 3 £28185 138 125 2	0 1.6 T3	150 ES Nav	£22145	148 124 20 148 124 21 148 124 21
very decent : 1.3 CDTi 95	small estate ecoFLEX Design S-	* * * 7 \$ £18200	94	<u>\</u> 109 9	2.	.O CDTi 120 SRi VX-Line .O CDTi 120 SE	£22104 £20884	118 99 16 118 99 15	1.8i VVT 1 1.8i VVT 1	40 Excite 40 Exclusiv	£21865 £19990	138 168 17 138 168 15	1.6 TDI 90 S 2.0 TSI 300 R	£18995 £30150	89 98 10 296 165 34	2.0 TDI Blue Tech Exec. SCIROCCO 3dr coupé	£31325 138 125 2 A complete coupe.	3 1.6 T3 1.6 T3	150 SE Nav 150 SE Lux Nav	£23670 £25670	148 124 21 148 124 22
1.3 CDTi 95 1.4i VVT 100 1.4i VVT 100		£16400	99	137	2.	.O CDTi 120 Elite .O CDTi 140 Design .O CDTi 140 Energy	£19334	118 99 16 138 99 18 138 99 19	1.7 CDTi 1	10 eco Excite	£23120	138 168 15 109 134 15 109 134 14	1.2 TSI 105 S	£18185	84 113 7 104 114 11 121 120 14		£20735 123 125 2	2 1.6 T3	150 R-Design 150 R-Design Nav 150 R-Design Lux Nav	£24445	148 124 20 148 124 21 148 124 22
1.6 CDTi 110	ecoFLEX Elite S-S	£24190	108	97 14	1 2.		£21134	138 99 19 138 99 19	1.7 CDTi 1	10 eco Des.	£24625	109 134 14	1.4 TSI 122 Match 1.4 TSI 150 GT ACT	£19880 £23195	121 120 15 148 109 15	2.0 TSI 180 2.0 TSI 220 GT	£22775 178 139 3	1 1.6 T4		£27170	177 129 26
1.6 CDTi 110 1.6 CDTi 110	) eFLEX SRi S-S ) eFLEX Tech Ln S-S	£22755	108	97 14	1 2.	.0 CDTi 140 SE .0 CDTi 140 Tech Line	£21134 £21984	138 99 19 138 99 19	1.7 CDTi 1 Zafira	25 eco Des. Tourer 5dr mpv	£24875 Super-st	123 134 17 ylish, but lacks	2.0 TSI 220 GTI 1.6 TDI 105 S	£26580 £19800	217 139 29 1 103 99 12	2.0 TSI 220 R-Line 2.0 TSI 280 R	£32575 276 187 4	2 2.5 T5	180 C-Country Lux Nav 5 254 R-Design Lux Nav	£31900	251 189 35
1.6 CDTi 136	6 ecoFLEX Elite S-S 6 e'FLEX Design S-S 6 eFLEX SRi S-S	£19350	134	104 14	1 2.	.O CDTi 163 Design	£19694	138 99 19 161 114 20 161 114 20	1.6 CDTi 1	36 Elite S-S		134 109 16	1.6 TDI 105 Match 2.0 TDI 150 Match 2.0 TDI 150 GT	£22250		2.0 TDI 150 2.0 TDI 150 GT 2.0 TDI 150 R-Line	£23455 148 109 2 £25305 148 109 2 £27375 148 109 2	8 1.6 D2		£20795	251 194 30 113 88 17 113 88 17
1.6 CDTi 136 1.6i VVT 115	6 eFLEX Tech Ln S-S i Design	£20525 £17080	134	104 14	2.	.O CDTi 163 Energy .O CDTi 163 SRi VX-Line	£23064 £22714	161 114 20 161 114 20	1.4T 140 T	ech Line xclusiv	£20500 £22725	138 154 16 138 154 16	2.0 TDI 184 GTD  GOLF 3dr hatch The complete	£26015 te packag	e. Reassuringly	2.0 TDI 184 GT 2.0 TDI 184 R-Line	£26305 181 115 3 £28375 181 115 3	1.6 D2 1.6 D2	! 115 SE ! 115 SE Nav	£22320 £23520	113 88 17 113 88 17
1.6i VVT 115 1.6i VVT Tecl 2.0 CDTi 165	ch Line	£18470	114	149 12	2.	.O CDTi 163 SE .O CDTi 163 Tech Line .O CDTi 163 Elite	£22344	161 114 20 161 114 20 161 114 20	1.4T 140 S	Ε	£24120	138 154 15 138 154 15 138 154 16	1.6 TDI 110 BlueMotion	£20815	103 85 15 89 98 10	PASSAT 4dr saloon Sup family-sized saloon	remely well-executed ★★★☆ £22215 118 105 1	1.6 D2	! 115 SE Lux ! 115 SE Lux Nav	£25520	113 88 18 113 88 18 113 88 17
2.0 CDTi 165	5 Tech Line auto 5 Tech Line S-S	£22040	162	154 20	2.	.O CDTi 195 Biturbo SRi .O CDTi 195 BiturbSRi VX-Line	£24954	192 125 24	1.4T 140 I	lite S-S	£25915	138 144 16 138 169 14	2.0 TSI 300 R	£29900	296 165 34		£23310 118 105 1 £24010 118 105 1	2 1.6 D2	! 115 R-Design Nav	£24295	113 88 17 113 88 18
1.6i VVT SRi 2.0 CDTi 165	i 5 SRi S-S	£23840	162	124 2	l II	.0 CDTi 195 BiturboElite auto NSIGNIA SPORTS TOUR	ER 5dr est	ate Nearly	1.8i 140 E	xclusiv	£22420	138 169 14 138 169 14	1.4 TSI 122 S	£18745	121 120 14		£25305 118 109 1 £23340 148 106 2	3 1.6 D2 1 1.6 D2	! 115 R-Design Lux Nav ! 115 C-Country SE	£23320	113 88 18 113 99 16
	5 SRI auto 5 BiTurbo S-S TC 3dr coupé Go	£25220	192	134 2	1.	s good as a Mondeo. Inert steer 4T 14O Design Nav 4T 14O Design S-S	£19734	138 131 15 138 131 15	1.6 CDTi 1	36 Exclusiv	£25540	134 109 16	1.4 TSI 122 Match 1.4 TSI 150 GT ACT 2.0 TSI 220 GTI	£22995	148 109 15	2.0 TDI 150 SE 2.0 TDI 150 SE Business 2.0 TDI 150 GT	£25135 148 106 1	9 1.6 D2		£25320	113 99 16 113 99 17 113 99 17
hatch with th 1.4T 16v 140	the dynamics to mat O Sport auto	ch ★ ★ 1 £21270	118	<u>∖-</u> 1 159 16	1. 1.	4T 140 Elite Nav 4T 140 Elite S-S	£23914 £23064	138 131 15 138 131 15	2.0 CDTi 1 2.0 CDTi 1	30 ES 30 Tech Line	£23115 £21900	129 137 15 129 137 15	1.6 TDI 105 S 1.6 TDI 105 Match	£19600 £20535	103 99 12 103 99 13	2.0 TDI 150 R-Line 2.0 TDI 190 GT	£27425 148 109 1 £27780 187 107 2	9 2.0 D3 2 2.0 D3	3 150 SE 3 150 SE Nav	£23570 £24770	148 114 22 148 114 22
1.4T 16v 140 1.6T 200 Sp	ort S-S	£21295	202	168 2	1.	4T 140 Energy S-S 4T 140 SE S-S	£20684	138 131 15 138 131 15	2.0 CDTi	30 SRi	£25475	129 137 15	2.0 TDI 150 Match 2.0 TDI 150 GT	£23500	148 106 17	2.0 TDI 190 R-Line 2.0 TDI 240 BITDI SCR GT	£28775 187 107 2 £34510 237 139 2	8 2.0 D3	3 150 R-Design	£24345	148 114 23 148 114 21
	eFLEX 109gSRi S-S	£23075	109	109 14	1.	4T 14O SRi Nav 4T 14O SRi S-S 4T 14O SRi VX-Line Nav	£20684	138 131 15 138 131 15 138 131 15	2.0 CDTi	30 Elite	£27020		2.0 TDI 184 GTD  GOLF 5dr hatch The complete expensive	te packag		2.0 TDI 240 BiTDI SCR R-Lir PASSAT 5dr estate Supr sized saloon		- 2.0 D3		£27220	148 114 22 148 114 23 148 117 21
1.7 CDTi 130 2.0 CDTi 165	D eFLX Sp. 109g S-S 5 Sport auto	£22445 £23480	129	109 17 149 20	1.	4T 140 SRi VX-Line S-S 4T 140 Tech Line S-S	£21904 £21534	138 131 15 138 131 15	2.0 CDTi 1	65 Exclusiv 65 SRi	£24740 £26090	163 139 19 163 139 19	1.6 TDI 90 S 2.0 TSI 300 R	£19650 £30805	89 98 10 296 165 34	1.6 TDI 120 GT 1.6 TDI 120 S	£26835 118 110 1 £23745 118 107 1	3 2.0 D3 5 2.0 D3	3 150 C-Country SE Nav 3 150 C-Country Lux Nav	£25770 £27770	148 117 21 148 117 22
2.0 CDTi 165 1.4T 16v 120 1.4T 16v 140	O Sport S-S	£19055	118	139 13	1.	6T 170 Elite Nav 6T 170 Elite S-S .0 CDTi 163 Tech Line	£24334	168 146 20 168 146 20 161 119 20	2.0 CDTi 1		£27635	163 139 19		£17830		1.6 TDI 120 SE 1.6 TDI 120 SE Business 2.0 TDI 150 GT	£24840 118 107 1 £25540 118 107 1 £27960 148 110 1	2 2.0 D4	4 190 SE Nav	£25770	187 99 26 187 99 26 187 99 27
1.4T 16v 120 1.4T 16v 140	0 SRi S-S 0 SRi S-S	£20770 £21170	118	139 14 139 16	2.	.O CDTi 120 Design .O CDTi 120 Design Nav	£20384 £21234	118 104 15 118 104 15	2.0 CDTi 1 2.0 CDTi 1	95 BiTurbo SE S-S 95 BiTurbo Elite S-S	£27785 £29285	192 149 19 192 149 19	1.4 TSI 122 S 1.4 TSI 122 Match	£19600 £20535	121 123 14 121 123 15	2.0 TDI 150 R-Line 2.0 TDI 150 S	£28955 148 110 1 £24870 148 107 2	9 2.0 D4	4 190 R-Design 4 190 R-Design Nav	£25345 £26545	187 99 25 187 99 25
2.0T 280 VX 1.7 CDTi 110	XR ) ecoFLEX Sport S-S	£27315 £20850	276	189 35 114 14	2.	.O CDTi 120 Elite .O CDTi 120 Elite Nav	£24564 £25414	118 104 16 118 104 16	on persua	5dr hatch Compact a sive quality	and comp	etent, but short r★☆	1.4 TSI 150 GT ACT 1.4 TSI 150 GT ACT DSG	£23850 £25265	148 112 15 148 110 15	2.0 TDI 150 SE 2.0 TDI 150 SE Business	£25965 148 107 1 £26665 148 107 1	9 2.0 D4	4 190 R-Design Lux Nav 4 190 C-Country SE Nav	£28220 £26770	187 99 26 187 112 24
1.7 CDTi 110	) eFLX Sp.109g S-S ) ecoFLEX SRi S-S D ecoFLEX Sport S-S	£22080	109	114 14	1 2.		£22184	118 104 16 118 104 16 118 104 15	1.6i 115 E	cclusiv S-S	£18264	114 153 6	2.0 TSI 220 GTI 1.6 TDI 105 S 1.6 TDI 105 Match	£20455 £21390	103 99 12 1 103 99 13	2.0 TDI 190 GT 2.0 TDI 190 R-Line 2.0 TDI 240 BITDI SCR GT	£30305 187 109 2 £36040 237 140 2	3 <b>S60</b> niche	4 190 C-Country Lux Nav 4dr saloon T6 is rapid, a choice		ports car, if a
1.7 CDTi 130 2.0 CDTi GTC	D ecoFLEX SRi S-S C Sp. 165	£22680 £22000	129	114 17	2.	.O CDTi 120 SRi Nav .O CDTi 120 SRi VX-Line	£23034 £23404	118 104 15 118 104 16	1.4T 140 T	ech Line 2WD S-S ech Line 4x4 S-S	£16924 £18464	138 139 11 138 149 11	1.6 TDI 110 BlueMotion 2.0 TDI 150 Match	£21670 £22905	103 85 15 148 106 18	2.0 TDI 240 BITDI SCR R-Lir Phaeton 4dr saloon	ne £37035 237 140 2 Big VW feels old now, and	1.6 D2 1.6 D2	R-Design Lux Nav S-S R-Design Lux S-S	£31745 £30545	113 103 20 113 103 20
	C SRi 165 5 BiTurbo S-S A 2dr open Comfo	£24220	192	129	- 2.	.O CDTi 120 SRi VX-Line Nav .O CDTi 120 Tech Line .O CDTi 130 Design	£23034		1.4T 140 I	xclusiv 4x4 S-S	£20624	138 149 12	2.0 TDI 150 GT 2.0 TDI 184 GTD  GOLF 5dr estate The comple	£26670	181 109 26	struggles to justify its price 3.0 V6 TDI 240 SWB	★★☆☆☆ £55055 236 224 4 £57615 236 224 4	5 1.6 D2		£28045	113 103 19 113 103 18 113 103 19
alternative to 1.6T 200 20	to the usual ragtops DO Elite	£28350	202	<u>∖-</u> ! 168 24	2.	.O CDTi 130 Design Nav .O CDTi 130 Energy	£20394 £22914	129 104 16 129 104 16	1.4T 140 S 1.7 CDTi 1	SE 4x4 S-S 30 Tech Line S-S	£23124 £17949	138 149 13 129 120 12	expensive 1.2 TSI 105 S	£19535	104 117 11	TOURAN 5dr mpv Good Bland appearance	chassis but little inspiration  ★★★☆	1.6 D2 1.6 D2	! SE Lux S-S ! SE Nav S-S	£28845 £27745	113 103 19 113 103 18
1.6T 200 SE 1.4T 140 SE	S-S	£26250 £24030	202	168 24	2.	.O CDTi 130 SRi .O CDTi 130 SRi Nav	£21344 £22194	129 104 16 129 104 16	1.7 CDTi 1 1.7 CDTi 1	30 Exclusiv S-S 30 SE S-S	£19949 £22449	129 120 13 129 120 14	1.2 TSI 85 S 1.4 TSI 122 S	£18525 £20295	84 115 7 121 124 14	2.0 TDI 177 Sport 1.2 TSI 105 S	£28350 177 150 2 £19790 104 149 1	1.6 D2 2 1.6 T3	SE S-S R-Design Nav S-S	£26545 £28375	113 103 18 148 135 23
1.4T 140 Elit 1.6T SIDI 170 1.6T SIDI 170	O SE Au	£27130	168	168 24	1 2.	.O CDTi 130 SRi VX-Line .O CDTi 130 SRi VX-Line Nav .O CDTi 140 Design	£23414	129 104 16	1.7 CDTi 1	30 Tech Line 4x4 S-S 30 Exclusiv 4x4 S-S 30 SE 4x4 S-S	£21649		1.4 TSI 140 GT	£24545	138 121 15	1.4 TSI 140 SE 1.6 TDI 105 Blue Tech S 1.6 TDI 105 BlueTech SE	£23600 138 159 1 £21600 104 121 1 £23705 104 121 1	4 2.0 D3	3 R-Design Lux Nav S-S	£32395	148 135 23 134 114 25 134 114 25
2.0 CDTi 165		£26115	163	138 23	3 2.	.O CDTi 140 Design Nav		138 104 19				, .1	1.6 TDI 105 SE			2.0 TDI 140 Blue Tech SE	£25470 138 127 1				134 114 24

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	dno if a sure in an	Make and Model	Price	Bhp CO ₂ g/km	Insurance group	Make and Model	Price	Bhp CO ₂ a/km	Insurance group
2.0 D3 SE Lux Nav S-S	£30695		4 114		2.0 D3 SE Lux Nav S-S	£31995		119 2		2.0 D5 Business Edition S-S		161 126		3.0 T6 SE Lux 4WD	£43180	300 24	
2.0 D3 SE Nav S-S	£28395		4 114		2.0 D3 SE Nav S-S	£29595		1 119 2		2.4 D5 SE Lux S-S				2.4 D4 SE Nav	£36340	161 13	
2.0 D4 R-Design Lux Nav S-S	£33645		3 99		2.0 D4 R-Design Lux Nav S-S	£34945		103 2		<b>S80 4dr saloon</b> Refined, hig				2.4 D5 SE Lux 4WD S-S	£39540		
2.0 D4 R-Design Lux S-S	£32445	178			2.0 D4 R-Design Lux S-S	£33745		103 2		Poor ride and residuals	***			XC90 5dr 4x4 Volvo takes		and Rove	er
2.0 D4 R-Design Nav S-S	£31145		99		2.0 D4 R-Design Nav S-S	£32345		103 2		1.6 D2 SE Lux S-S auto		113 109		- with seriously impressive res		**	
2.0 D4 R-Design S-S	£29945		99		2.0 D4 R-Design S-S	£31145		103 2		1.6 D2 SE Nav S-S auto	£30720	113 109		2.0 T6 320 Momentum	£49200		
2.0 D4 SE Lux Nav S-S	£31945		3 99		2.0 D4 SE Lux Nav S-S	£33245		99 2		2.0 D4 SE Lux S-S				2.0 T6 320 R-Design	£52840		
2.0 D4 SE Lux S-S	£30745		3 99		2.0 D4 SE Lux S-S	£32045		99 2		2.0 D4 SE Nav S-S		178 104		2.0 T6 320 Inscription	£53740	316 17	
2.0 D4 SE Nav S-S	£29645		3 99		2.0 D4 SE Nav S-S	£30845		99 2		2.4 D5 SE Lux S-S		212 120		2.0 T8 Hybrid Momentum	£59955	395 5	
2.0 D4 SE S-S	£28445		3 99		2.0 D4 SE S-S	£29645		99 2		XC60 5dr 4x4 Lovely, usabl			or. A		£62855	395 5	
2.4 D5 R-Design Lux Nav S-S	£35395		2 119		2.4 D5 R-Design Lux Nav S-S	£36695		120 3		worthy Freelander rival	***			2.0 T8 Hybrid Inscription	£63705	395 5	
2.4 D5 R-Design Nav S-S	£32895		2 119		2.4 D5 R-Design Nav S-S	£34095		120 2		3.0 T6 R-Design Lux Nav AWD		300 249		2.0 D5 225 Momentum	£45750	222 14	
2.4 D5 SE Lux Nav S-S	£33695		2 119		2.4 D5 SE Lux Nav S-S	£34995		120 3		2.0 D4 SE S-S		178 117		2.0 D5 225 R-Design	£49285	222 1	
1.6 T3 Business Edition S-S	£20675		3 135		1.6 T3 Business Edition S-S	£22005		139 2		2.0 D4 SE Nav S-S		178 117		2.0 D5 225 Inscription	£50185	222 1	52 -
1.6 T3 SE S-S	£25675		3 135		1.6 T3 SE S-S	£27005		139 2		2.0 D4 SE Lux S-S		178 117					_
1.6 T3 R-Design S-S	£27175		3 135		1.6 T3 R-Design S-S	£28505		139 2		2.0 D4 SE Lux Nav S-S		178 117		WESTFIELD			_
1.6 D2 Business Edition S-S	£21545		3 103		3.0 T6 Polestar	£49755		237 3		2.0 D4 R-Design S-S		178 117		SPORT 2dr open Entry-lev			ırbo
2.0 D3 Business Edition S-S	£22195		4 114		1.6 D2 Business Edition S-S	£22745		108 1		2.0 D4 R-Design Nav S-S		178 117		very quick and fun	***		
2.0 D3 SE S-S	£27195		4 114		2.0 D3 Business Edition S-S	£23395		1 119 2		2.0 D4 R-Design Lux S-S		178 117		1.6 135 Sigma	£18999		
2.0 D3 SE Lux S-S	£29495		4 114		2.0 D3 SE S-S	£28395		1 119 2		2.0 D4 R-Design Lux Nav S-S		178 117		1.6 155 Sigma	£19999		
2.0 D3 R-Design S-S	£28695		4 114		2.0 D3 SE Lux S-S	£30795		1119 2		2.4 D4 SE AWD S-S	£32790	178 139		1600 Sport Turbo	£24999	192 17	
2.0 D4 Business Edition S-S	£23445		3 99	26	2.0 D3 R-Design S-S	£29895		1119 2		2.4 D4 SE Nav AWD S-S	£33990	178 139		2.0 200 Duratec	£23499		
V60 5dr estate Appealing c					2.0 D4 Business Edition S-S	£24645		99 2		2.4 D4 SE Lux AWD S-S	£35490	178 139		Turbo UK225	£25649	225 18	
smooth drive. Too small	***				2.4 D6 AWD Plug-in Hybrid	£49975				2.4 D4 SE Lux Nav AWD S-S	£36690	178 139		1.6 Sport Turbo 3 UK200	£26500	201 17	
1.6 D2 R-Design Lux Nav S-S	£33045			3 20	2.4 D6 AWD Plug-in H R-Dsgn LI	£51675	275	48		2.4 D4 R-Design AWD S-S	£34065	178 139		XTR2 2dr open Mad bike-			racer.
1.6 D2 R-Design Lux S-S	£31845		3 108		V70 5dr estate Spacious, bu					2.4 D4 R-Design Nav AWD S-S		178 139		Not cheap but fast	***		
1.6 D2 R-Design Nav S-S	£30445		3 108		steering and old engines	***				2.4 D4 R-Design Lux AWD S-S		178 139			£27950		
1.6 D2 R-Design S-S	£29245		3 108		1.6 D2 SE Lux S-S auto	£33220				2.4 D4 R-Design Lux Nav AWD S		178 139		XTR4 2dr open As above, I			d to
1.6 D2 SE Lux Nav S-S	£31345		3 108		1.6 D2 SE Nav S-S auto	£31620		3 111 1		2.4 D5 SE Nav AWD S-S		178 139		justify over obvious rivals	***		
1.6 D2 SE Lux S-S	£30145		3 108		2.0 D3 SE Nav S-S	£31620		119 2		2.4 D5 SE Lux Nav AWD S-S				1.8	£29995	192	
1.6 D2 SE Nav S-S	£28945		3 108		2.0 D4 SE Lux S-S	£34720		113 3		2.4 D5 R-Design Nav AWD S-S		178 139					
1.6 D2 SE S-S	£27745		3 108		2.0 D4 SE Nav S-S	£33120		113 2		2.4 D5 R-Design Lux Nav AWD S							
1.6 T3 R-Design Nav S-S	£29450		3 139		2.4 D5 SE Nav S-S	£34570		126 3		XC70 5dr estate Dull and u			to				
1.6 T3 SE Nav S-S	£28205		3 139		1.6 D2 Business Editn S-S auto			3 111 1		last	***						
2.0 D3 R-Design Lux Nav S-S	£33695		4 119		2.0 D3 Business Edition S-S	£25695		119 2		2.0 D4 SE Nav S-S		178 117					
2.0 D3 R-Design Lux S-S	£32495		4 119		2.0 D3 SE Lux S-S	£33220		119 2		2.4 D4 SE Lux 4WD S-S		161 139					
2.0 D3 R-Design Nav S-S	£31095	134	4 119	24	2.0 D4 Business Edition S-S	£27195	178	113 2	В	2.4 D5 SE Nav 4WD S-S	£37590	212 139	30				

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and Model

## **ROAD TEST RESULTS**

car as Autocar. As well as acceleration, braking, fuel economy and noise tests, we carry out benchmark limit-handling tests, setting lap times if appropriate. But we don't just drive at the track, essential as it is on a wide range of roads. We aim to produce the most complete, objective verdict in the business, so you can be sure how good a car is. Where we have tested more than one model in a range, the rating is for the range overall; where a model within the range meets our coveted five-star standard, it is highlighted in yellow.

30-70mph Indicates overtaking ability through the gears 50-70mph Recorded in top gear (*kickdown with an automatic) and demonstrates flexibility

Fuel economy Prior to 7.1.15, figures are touring, recorded over a set road route, and test average. From 7.1.15 on, figures are average and extra-urban, to the What Car?/True MPG standard Braking 60-0mph Recorded on a high-grip surface at a test track Mph/1000rpm Figure is the speed achieved in top gear

ALFA RO	VIEO.											
MITO 3dr hatch												
1.4 Cloverleaf				69	7.3	27	168	184	23.2	36/42	1265	7.4.10
GIULIETTA 5dr l					1.5	L.1	100	104	LJ.L	JUJAL	1203	1.7.10
2.0 JTDm	135	8.4	22.3	7.7	7.9	2.7	168	258	34.8	40/57	1475	13.10.10
										,		
ALPINA												
<b>B3 BITURBO 4d</b>												
B3 Biturbo	155	4.7	10.3	3.8	6.8	2.9	404	443	41.5	27/35	1610	29.8.13
ADIEL												
ARIEL												
ATOM Odr open V8	170	3.0	5.7	1.9	27	2.55	475	268	16 /	21/37	650	10.8.11
VO	110	3.0	J.1	1.7	3.1	2.55	413	200	10.4	L1/31	030	10.0.11
ASTON MA	ART	IN										
V8 Vantage 2dr			**	☆								
V8 Roadster	175	5.2	12.0	3.6	7.9	2.7	380	302	26.0	17/22	1713	25.4.07
RAPIDE 4dr cou												
Rapide S	190	5.3	11.3	4.3	8.3	3.03	550	457	33.6	19/23	1990	20.3.13
ALIBI												
AUDI												

V8		3.0	5.7	1.9	3.7	2.55	475	268	16.4	21/37	650	10.8.11
										-,,		
ASTON MA												
V8 Vantage 2dr												
			12.0	3.6	7.9	2.7	380	302	26.0	17/22	1713	25.4.07
RAPIDE 4dr cou												
Rapide S	190	5.3	11.3	4.3	8.3	3.03	550	451	33.6	19/23	1990	20.3.13
AUDI												
A1 3dr hatch *	+++	4										
1.4 TFSI Sport			22.4	89	12 8	22	120	148	30.2	34/43	1165	10.11.10
S1	155		14.4			2.6	228			30/39		28.5.14
A3 3dr/5dr hate				0.2	٠					00,07	.0,0	20.0.11
2.0 TDI Sport			25.9	11.4	10.8	2.7	148	236	30	48/59	1355	26.9.12
S'back e-tron		7.9			8.5	3.0	201			45/49		31.12.14
RS3	155	4.5	11.2	4.2	6.9	2.1	335	332	34.6	28/34	1640	6.7.11
A4 4dr saloon/5												
2.0 TDI SE	134		29.4		9.7		141			38/48		20.2.08
RS4	174		10.3		7.7	2.9	444	317	28.9	20/32	1795	17.10.12
A5 2dr coupé/c												
3.0 TDI quattr					8.0	2.7	237			32/43		25.7.07
3.0 TDI cabrio		7.1	20.2			2.9				34/38		
RS5 4.2 V8	155		10.7		8.9	2.7	444	317	29.0	22/30	1855	27.10.10
A6 4dr saloon/5 2.0 TDI SE	141	8.9	24.1	7.7	0.2	2.8	170	200	24.4	44/55	1675	4.5.11
3.0 TDI SE	155	7.2					201			34/46		
RS6 Avant	155	3.7	8.7	3.1		2.4	552			20/28		3.7.13
A7 Sportback 4					12.0	۷.4	JJL	JIU	40.0	20/20	2010	3.1.13
3.0 V6 TDI	155	67	18.7	6.5	*4 N	28	241	369	42 9	31/40	1940	9.2.11
A8 4dr saloon			10.1	0.5	1.0	L.0	2-11	507	12.7	31,10	17-10	7.2.11
4.2 V8 TDI	155		13.0	5.4	*3.4	2.5	346	590	53.1	28/35	2130	16.6.10
TT 2dr ***	r☆											
2.5 RS	155	4.7	11.4	4.4	4.8	2.6	335	332	27.4	24/33	1450	19.8.09
NEW TT 2dr ★★												
2.0 TFSI S-line			14.5	5.0	6.5	2.5	227	273	30.1	29/35	1305	26.11.14
Q3 5dr 4x4 ★ ★												
2.0 TDI SE	132		25.5		*11.5		175			33/46		16.11.11
RS	155	5.0	12.6	4.5	8.3	2.8	306	310	32.4	32.4	1655	1.1.14
05 5dr 4x4 ★★	125		242	10.3	0.0	20	160	250	20.0	20/27	1000	14100
2.0 TDI SE 07 5dr 4x4 **			34.2	10.2	9.9	۷.8	168	258	29.8	29/37	ιδάθ	14.1.09
3.0 TDI SI			25.0	Ω ?	*/10	20	230	360	20.0	23/30	2225	16.8.06
R8 2dr coupé *			۷۵.0	0.3	4.9	2.9	۷30	309	۲۶.۶	£3/30	£323	10.0.00
4.2 V8	187		10.5	42	6.7	2.7	414	317	24 0	16/22	1560	23.5.07
5.2 V10 Spyde			8.9		5.5	2.4	518			17/25		24.3.10
JIL TIO SPYUC	173	7.1	0.7	J.L	ر.ر	4.7	210	371	-7.3	"II LJ	1120	LT.0.10

<b>CONTINENTAL 2</b>	2dr co	upé 🗲	***	★☆							
GTC V8	187	4.5	10.8	3.9	*2.7	2.8	500	487 27.4	18/27	2470	4.4.12
GT	198	4.6	10.9	4.2	*2.4	2.5	567	516 34.9	7/15	2375	1.6.11
<b>FLYING SPUR 4</b>	dr sal	oon 🖈	**	44							
W12	200	4.5	10.4	3.6	8.4	3.0	616	590 44.	18/26	2475	7.8.13
<b>MULSANNE 4dr</b>	saloo	n 🛨	**	☆							
6.75 V8	184	5.7	13.7	4.8	*2.8	2.6	505	752 44.8	3 18/21	2745	21.9.11
BMW											
1-SERIES 3dr ha											
116i Sport 3dr				8.9	5.4	2.9	134	162 21.7	34/48	1365	12.10.11
M135i		4.6		4.0	6.8	2.6	315	322 35.9	30/41	1545	14.11.12
2-SERIES 3dr co											
220d SE	143		20.9	7.3	8.8	2.9	181	280 39.6			
M235i	155	6.3		5.7	5.4		322	332 28.	26/35	1530	23.4.14
2-SERIES ACTIV											
218d Luxury			26.5				148	243 40.4	4 42/56	1450	24.12.14
3-SERIES 4dr sa											
320d Sport						2.6		280 36.7			
330d Touring							255				
318d Sport GT					12.4	2.7	141	236 36.	5 50/57	1615	17.7.13
4-SERIES 3dr co											
435i M Sport	155	5.5	13.2	5.2	6.3	2.7	302	295 28.7	2 28/37	1585	18.9.13

BENTLEY

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Fuel economy	Weight (kg)	TEST DATE
м4	155	4.1	8.8	3.2	6.1	2.4	425	406	34.0	29/36	1585	9.7.14
5-SERIES 4dr sa									0	27,00		7
530d SE	155		16.1		*3.3		241	398	48 1	36/46	1830	31.3.10
520d SE Touri					*5.0					38/42		6.10.10
ActiveHvbrid5					10.5					27/33		23.5.12
M5	155	4.3	9.0	3.6		2.8				19/28		29.12.11
6-SERIES 2dr co						L.0	JJL	JUL	JU.L	17/10	1713	E7.TE.TT
640d M Sport		5.3	13.1	4.6		2.6	309	464	42.1	33/45	1840	2.11.11
650i cabrio	155		12.4		7.8	2.6	402			22/29		6.4.11
7-SERIES 4dr sa				1.5	1.0	L.0	102	-1-12	50.5		LUUJ	0.1.11
730d			17.7	6.4	*37	29	242	308	12 A	29/35	1915	3.12.08
i3 5dr hatch ★			11.1	0.7	J.1	L.)	LTL	370	76.7	L)/33	1713	J.12.00
1.3 Range Extd			_	7.6	*4.9	3.4	168	184	_ 2	294wh/i	m 1390	22.1.14
i8 2dr coupé ★				1.0	٦.,	J.7	100	104		- / - 1411/1	11 1370	LL.1.17
i8	Î 155		10.6	3.7	3 3	2.8	357	420	33.3	50/40	1560	17.9.14
Z4 2dr converti				J.1	5.5	2.0	331	720	33.3	30/40	1500	11.7.14
sDrive35i	155			42	*25	2.8	302	295	29 N	26/34	1615	10.6.09
X1 5dr 4x4 **			12.0	-1.2		L.0	JUL			20/51	1013	10.0.07
sDrive20d SE			23.6	79	10.8	27	174	258	351	40/52	1572	2.12.09
X3 5dr 4x4 * *										.0,02		L., L., 0,
xDrive20d SE			27.4	8.7	10.7	3.15	181	280	33.5	37/43	1825	12.1.11
X4 5dr 4x4 * *						00			00.0	0., .0	1020	
xDrive30d			16.9	5.8	11.1	2.6	255	416	43.7	34/45	1895	27.8.14
X5 5dr 4x4 ★ ★			1017	0.0						0 ., .0	.070	21.0.11
xDrive M50d	155	5.7	15.3	5.2	9.5	2.9	376	546	40.5	28/34	2265	13.11.13
X6 5dr 4x4 **										,		
xDrive35d			21.2	7.1	*4.1	2.6	282	428	34.0	26/31	2275	11.6.08
BUGATTI												
VEYRON 2dr co	upé ★	**	**									
Super Sport	268			1.7	5.9	2.6	1183	1106	40.6	12/18	1995	2.3.11
12.11.1												
CATERHA	М											
CSR 2dr roadste		**	☆									
CSR 260	143	4.1		3.1	4.4	3.3	260	200	22.8	24/26	570	11.10.05
CEVEN 2du road						-10				,		

CSR 260	143	4.1	9.8	3.1	4.4	3.3	260	200	22.8	24/26	570	11.10.05		
<b>SEVEN 2dr road</b>	ister 🗲	**	**											
Seven 160	100	8.4	-	8.7	7.6	4.8	80	79	16.7	39/45	490	20.11.13		
CHEVROLET														
CAMARO 2dr coupé ★★★★☆														
6.2 V8	155	5.6	12.4	4.5	12.2	2.7	426	419	43.3	23/29	1175	20.6.12		
<b>CORVETTE 2dr</b>														
Stingray	181	4.4	9.4	3.3	11.7	2.3	460	465	48.4	22/33	1539	8.10.14		

## CHRYSLER 3.0 Executive 144 7.3 21.1 7.5 *4.5 2.6 236 399 38.8 30/34 2040 29.8.17

	CITROEN												
)	C3 5dr hatch *>	**	44										
1	1.4 VTR+	114	10.8	41.9	11.0	14.4	2.9	94	100	20.9	39/48	-	9.12.0
	DS3 5dr hatch *	**	**										
2	1.6 THP 150	133	7.6	41.9	7.1	10.0	2.7	154	177	29.8	36/45	1200	3.3.1
1		146	7.2	18.1	6.5	8.9	3.1	204	203	30.4	33/40	1215	16.3.1
Г	C4 5dr hatch *>	<b>t</b> # 7	<b>₩</b>										
	2.0 HDi Excl.	129	8.5	25.2	7.9	9.2	3.15	148	251	34.2	43/49	1470	5.1.1
	C4 CACTUS 5dr l												
2	1.6 BlueHDi 100	114	11.8	41.2	11.7	7.2	2.9	99	187	36.1	47/62	1225	16.7.1
	C4 GRAND PICAS	SO 5	idr MF	<del>ر *</del> ۷	***	₩.							
	2.0 BlueHDi			30.1	9.6	12.5	2.9	148	273	34.7	44/52	1430	27.11.1
	C5 4dr saloon ★												
)	2.2 HDi	136	8.7	25.3	8.8	9.1	2.9	171	273	34.5	38/44	1951	9.4.0
	DS5 5dr hatch *	**	**										
	2.0 HDi 160				8.7	11.0	2.9	161	251	40.1	42/55	1660	18.4.1
Г	<b>BERLINGO 5dr M</b>	PV 🧚	**	**									
3	1.6 HDi 90	99	14.7	-	16.7	14.0	2.9	90	159	26.6	38/47	1580	8.10.0

FERRARI												
458 2dr coupé	***	**										
458 Italia												18.8.10
458 Speciale			6.8	2.3	5.4	2.5	597	398	-	17/na	1395	20.8.14
F12 2dr coupé 🗲	**	**										
F12 Berlinetta	211	3.0	6.5	2.3	5.4	2.2	731	509	29.7	13/18	1630	6.11.13
<b>CALIFORNIA 2d</b>												
California	193	3.9	9.2	3.2	6.6	2.5	453	357	25.9	15/24	1785	22.7.09

SANDERO 5dr hatchback ★★☆☆
1.2 75 Access 97 15.3 - 17.6 23.0 3.0 74 79 20.3 32/38 941 27.2.13

ΓIAI														
PANDA 5dr hato	ch ★ 🗡	***	*											
1.2 Easy	102	14.6	-	15.3	19.9	3.0	68	75	22.2	39/49	1020	25.4.12		
4x4 TwinAir	103	14.6	-	15.8	16.0	3.0	84	107	20.8	37/44	1050	17.4.13		
PUNTO 3/5dr h	atch 🤊	***	**											
1.4 Abarth	129	7.8	23.0	7.2	8.9	2.8	153	169	23.6	30/39	1255	1.10.08		
1.4 Abarth 129 7.8 23.0 7.2 8.9 2.8 153 169 23.6 30/39 1255 1. 500 3dr hatch ★★★★☆														
Abarth 595	130	7.5	20.1	6.4	7.0	2.8	158	170	23.9	34/39	1035	26.2.14		
500 TwinAir	108	11.7	-	13	15.3	3.3	84	107	22.9	35/39	1070	24.11.10		
EARR														

	FORD												
	S-MAX 5dr MPV	**	**	7									•
	2.0 Ecoboost	137	8.7	22.8	7.9	10.3	2.1	200	221 2	20.5	26/32	1810	28.4.10
	KA 3dr hatch *	**	\$\$										
ı	1.2 Style+	99	13.6	-	23.2	10.4	2.9	67	80	22.1	41/53	1020	25.02.09
	B-MAX 5dr MPV	**	**	tr .									
	1.0T Ecoboost	117	11.6	39.0	11.1	11.0	2.8	118	147 2	23.6	35/41	1345	02.1.13
	FIESTA 3/5dr ha	rtch 🗲	**	**									
	1.4 Zetec	109	11.9	43.4	11.9	21.8	2.7	95	94	21.9	34/41	1090	15.10.08
	ST-2	137	7.0	17.0	6.0	7.1	2.6	180	177 2	26.5	32/41	1163	15.5.13
	FOCUS 5dr hatcl	h ★ 🖯	***	*									
	1.5 TDCi Zetec	121	10.9	36.3	10.9	10.3	3.35	118	199	33.1	59/63	1343	28.1.15
	<b>GRAND C-MAX 5</b>	dr Mi	<del>۷</del> ۷۲	***	r#c								
	2.0 TDCi T'ium	124	9.2	28.6	8.8	11.1	2.8	138	236 3	35.6	37/48	1705	17.11.10
	<b>GRAND TOURNE</b>												
	1.6 TDCi T'ium	103	13.2	-	13.9	19.1	2.9	114	236 2	26.7	40/45	1785	6.8.14
	MONDEO 4dr sal	oon/	5dr/e	state 🤊	***	**							
	2 O TDCi	130	10.0	28.8	94	12 7	31	148	258	38	53/56	1597	14 1 15

```
Braking 60-0mph
                                                                Weight (kg)
1.5 TDCi
                             15.2 14.4 2.7 89 151 28 39/48 1384
               99 14.3
               122 10.9 44.2 11.8 7.4 2.6 161 251 31.6 34/39 1707 13.3.13
3.2 TDCi
              109 10.8 35.7 10.7 9.8 3.2 197 347 32.4 28/35 2265 10.10.12
```

30-70mph 0-100mph

Мрh/1000грт (lb/ft) Power (bhp)

GINETTA G40R 2dr coup	é**	**:	۵								
2.0	140	6.3	17.2	6.1	8.3	3.6	175	140 22.6	28/-	880	5.10.11
HONDA											

1.4 ES 113 10.7 35.2 10.7 14.3 3.2 99 94 20.5 35/43 1075 29.10.08 INSIGHT 5dr hatch ★★★☆ 2.2 i-DTEC EX GT135 8.3 24 7.9 12.2 - 148 258 38.7 38/55 1480 11.1.12 ACCORD 4dr saloon ★★★★☆
2.2 i-DTEC EX GT131 9.5 27.1 9.1 9.8 2.9 148 258 34.2 39/47 1630 145.08 2.2 i-DTEC EX 118 9.7 31.3 9.9 5.9 2.5 148 258 32.4 36/45 1806 24.10.12

RIUNDAI												
i10 5dr hatch 🖈	**	44										
1.0 SE	96	14.7	-	16.2	19.9	2.9	65	70	20.0	44/51	925	29.1.14
i20 5dr hatch *	**	<b>★</b> ☆										
1.4 SE	114	12.2	42.4	12.1	17.3	3.0	99	99	21.8	43/54	1060	7.1.14
i30 5dr hatch *	**	<b>∤</b> ⊹☆										
1.6 CRDi Active	115	11.7	38.3	11.5	14.8	2.8	109	192	22.5	49/60	1360	14.3.12
i40 5dr estate *	**	**										
1.7 CRDi	118	12.2	41.4	12.5	12.3	2.9	114	192	29.4	44/51	1555	7.9.11
iX35 5dr SUV ★	**	<b>★☆</b>										
2.0 Premium	112	10.9	40.9	11.1	9.2	2.9	134	236	29.1	36/44	1695	17.3.10
SANTA FE 5dr SI	UV 🖈	**	★☆									
2.2 CRDi	118	9.0	27.6	9.2	*5.5	2.7	194	311	37.5	36/43	1940	19.9.12
<b>VELOSTER 4dr c</b>	oupé	**	***	ř.								
1.6 GDI	125	9.6	28.4	9.6	16.9	2.6	138	123	24.9	35/42	1230	18.1.12
	10 5dr hatch ★ 1.0 SE 120 5dr hatch ★ 1.4 SE 130 5dr hatch ★ 1.6 CRDi Active 140 5dr estate ★ 1.7 CRDi 1X35 5dr SUV ★ 2.0 Premium SANTA FE 5dr SI 2.2 CRDi VELOSTER 4dr cd	10 5dr hatch * * * *	10 5dr hatch	10 5dr hatch ★★★☆   1.0 SE 96   14.7 -	10 5dr hatch ★★★☆   1.0 SE	10 5dr hatch ★★★☆   1.0 SE	10 Sdr hatch ★★★☆   1.0 SE	10 5dr hatch ★★★☆   1.0 SE	10 Sdr hatch ★★★☆ 1.0 SE 96   14.7 -   16.2   19.9   2.9   65   70	10 5dr hatch ★★★☆ 1.0 SE 96 14.7 - 16.2 19.9 2.9 65 70 20.0   20 5dr hatch ★★★☆ 1.4 SE 114 12.2 42.4 12.1 17.3 3.0 99 99 21.8   30 5dr hatch ★★★☆ 1.6 CRDi Active 115 11.7 38.3 11.5 14.8 2.8 109 192 22.5   40 5dr estate ★★★☆ 1.7 CRDi 118 12.2 41.4 12.5 12.3 2.9 114 192 29.4   123 5dr SUV ★★★☆ 2.0 Premium 112 10.9 40.9 11.1 9.2 2.9 134 236 29.1   SANTA FE 5dr SUV ★★★☆ 2.2 CRDi 118 9.0 27.6 9.2 *5.5 2.7 194 311 37.5   VELOSTER 4dr coupé ★★★☆	10 Sdr hatch ★★★☆ 1.0 SE 96   14.7   - 16.2   19.9   2.9   65   70   20.0   44/51     20 Off hatch ★★★☆ 1.4 SE   114   12.2   42.4   12.1   17.3   3.0   99   99   21.8   43/54     30 Off hatch ★★★☆ 1.6 CRDi Active   15   11.7   38.3   11.5   14.8   2.8   109   192   22.5   49/60     40 Off estate ★★★☆ 1.7 CRDi   118   12.2   41.4   12.5   12.3   2.9   114   192   29.4   44/51     23 OFT SUV ★★★☆ 2.0 Premium   112   10.9   40.9   11.1   9.2   2.9   134   236   29.1   36/44     SANTA FE 5 of SUV ★★★☆ 2.2 CRDi   18   9.0   27.6   9.2   *5.5   2.7   194   311   37.5   36/43     VELOSTER 4dr coupé ★★★☆	10 5dr hatch ★★★☆ 1.0 SE 96 14.7 - 16.2 19.9 2.9 65 70 20.0 44/51 925   20 5dr hatch ★★★☆ 1.4 SE 114 12.2 42.4 12.1 17.3 3.0 99 99 21.8 43/54 1060   30 5dr hatch ★★★☆ 1.6 CRDi Active 115 11.7 38.3 11.5 14.8 2.8 109 192 22.5 49/60 1360   40 5dr estate ★★★☆ 1.7 CRDi 118 12.2 41.4 12.5 12.3 2.9 114 192 29.4 44/51 1555   123 5dr SUV ★★★☆ 2.0 Premium 112 10.9 40.9 11.1 9.2 2.9 134 236 29.1 36/44 1695   SANTA FE 5dr SUV ★★★☆ 2.2 CRDi 118 9.0 27.6 9.2 *5.5 2.7 194 311 37.5 36/43 1940   VELOSTER 4dr coupé ★★★☆

	INFINITI											
4	Q50 5dr saloon	1**1	444	7								
	2.2 Premium	143	8.7	25.0	8.7	5.1*	3.0	168	295 42.5	49/59	1750	5.2.14
	Q70 4dr saloon											
	2.2 Prm'm Ted	ch137	9.6	28.6	9.6	15.8	3.2	168	295 40.8	39/45	1896	25.2.15
2												

	F-TYPE 2dr com	/ertib	le/3 d	r coup	é ★⊤	***	*						
	V8 S cabrio	186	4.0	9.4	3.4	8.0	2.8	488	460	46.8	19/29	1655	12.6.1
)9	V6 S coupé	171	4.9	12.1	4.2	12.7	2.7	375	339	36.2	24/33	1594	11.6.1
	XF 4dr saloon/e	state	**	***									
	2.2 D										39/46		
11	3.0 Sportbrake	e 155	7.1	18.4	6.6	8.5	2.9	271	442	49.7	32/46	1875	31.10.1
	XFR 5.0 V8	155	4.7	10.2	3.8	*2.1	2.6	503	461	36.3	20/25	1990	27.5.0
1	XKR 2dr coupé	***	r <b>★</b> ☆										
	4.2 V8			11.8	4.3	*2.5	2.9	420	413	34.8	19/24	1665	27.9.0
4	XJ 4dr saloon *												
	3 UD I WD	100	( )	10 5		*2 (	2.7	271	442	42 F	20/20	10/0	0 / 1

11	3.0 Sportbrake	e 155	7.1	18.4	6.6	8.5	2.9	271	442 49.7	32/46	1875	31.10.12
	XFR 5.0 V8	155	4.7	10.2	3.8	*2.1	2.6	503	461 36.3	20/25	1990	27.5.09
11	XKR 2dr coupé	***	r <b>★</b> ☆									
	4.2 V8			11.8	4.3	*2.5	2.9	420	413 34.8	19/24	1665	27.9.06
14	XJ 4dr saloon *	**	★☆									
		155	6.3	16.5	6.6	*3.6	2.7	271	443 43.5	28/36	1960	9.6.10
13												
	JEEP											
08	CHEROKEE 5dr											
	2.0140 4x4 Lt	d 117	12.3	43.4	13.0	13.8	2.7	138	258 34.7	39/43	1846	24.6.14

	PICANTO 5dr ha	tch 🖈	**	<b>★</b> ☆									
	1.0 '1'	95	13.8	-	14.9	24.4	3.2	68	70	21.3	33/54	950	3.8.11
ı	CARENS 5dr MP	٧*,	***	☆									
	1.7 CRDi '2'	112	12.9	51.2	13.9	15.2	2.8	114	192	31.7	47/56	1581	29.5.13
	CEE'D 3/5dr hat	ch ★	**	<b>k</b> ☆									
	1.6 CRDi LS	117	10.6	34.1	10.3	9.6	2.5	113	188	28.6	39/49	1370	20.2.08
ı	RIO 5dr hatch *												
	1.4i '2'	114	11.4	39.1	11.5	19.1	3.0	107	101	23.3	40/50	1155	14.9.11
	<b>OPTIMA 4dr salo</b>	on 🖈	**	☆☆									
Г	2 1.7 CRDi	125	10.5	35.4	10.4	10.6	3.2	134	239	31.9	41/46	1535	8.2.12
	SPORTAGE 5dr 4	1x4 ≯	**	<b>★☆</b>									
	2.0 CRDi F.E.				11.3	12.2	3.0	134	236	33.6	35/39	1635	11.8.10
	SORENTO 5dr 4x	κ4 <del>★</del>	**	t#									
	2.2 CRDi KX-2	118	8.6	28.6	9.1	10.1	3.0	194	311	33.7	33/39	1891	30.1.13

LAND RO	VER											
<b>DEFENDER 3/5</b>	dr 4x	4**	**	☆								
90 XS 2.4D	83	15.1	-	17.0	15.5	3.5	121	265	26.2	19/28	1889	11.4.07
FREELANDER 5	idr 4x	4**	**	☆								
eD4 2WD HSE	112	10.8	35.0	10.8	11.3	3.0	148	310	35.4	36/41	1875	2.2.11
DISCOVERY 5d	r 4x4	**	**									
TDV6 HSE	109	12.2	42.8	13.0	7.9	3.4	193	328	36.6	17/24	2718	16.11.04
RANGE ROVER	5dr 4	x4 ★↑	***	*								
4.4 SDV8	135	7.0	19.0	6.7	*3.8	2.9	334	516	41.8	25/35	2625	12.12.12
RANGE ROVER												
2.2 DS4	121	8.4	30.8	9.5	*5.7	3.1	187	310	37.3	30/36	1815	13.7.11
RANGE ROVER												
3.0 TDV6	130	7.8	22.5	7.5	12.2	3.1	255	442	43.1	33/42	2115	2.10.13

9	LEXUS												
	IS 4dr saloon >	***	44										
3	IS300h	143	8.1	20.2	7.3	*4.3	2.7	220	163	-	39/48	1720	21.8.13
	CT200H 5dr ha	atch ★	**	⊹⊹									
	SE-L	112	11.1	37.2	11.4	*7.0	2.7	1341	05/15	3 -	46/52	1450	23.3.11
3	GS 4dr saloon	***	**										
	GS250	144	9.2	26.0	9.0	16.2	2.9	207	187	34.4	26/32	1695	1.8.12
5	NX 5dr 4x4 *	***	☆										
_	300h	112	9.7	30.4	9.1	*5.6	2.7	194	na	-	32/38	1905	1.10.14
0	RC F 2dr coupé	**	r dr dr										
	RC F	168	4.8	10.7	3.9	12.9	2.9	471	391	39	24/28	1765	18.2.15
4													

ELISE 2dr road	lster 🖈	**	t v									
1.6				7.1	14.3	2.9	134	118	24.7	39/42	900	26.5.10

Make and Model  Top speed 0-60mph 0-100mph 30-70mph Braking 60-0mph Power (bhp) Torque (lb/ft) Mph/1000rpm Fuel economy Weight (kg)	Make and Model  Top speed 0-60mph 30-70mph 50-70mph Braking 60-0mph Torque (lb/ft) Mph/1000rpm Fuel economy Weight (kg)	Make and Model  Top speed 0-60mph 0-100mph 30-70mph 50-70mph Power (bhp) Torque (lb/ft) Mph/1000rpm Fuel economy Weight (kg)
Evora S 2+0 172 4.5 11.3 4.0 6.8 2.4 345 295 34.8 21/26 1430 303.11 NIESKIEE S 2dr coupé * * * * * * * * * * * * * * * * * * *	\text{lcenta.1.6}  \text{111}  \text{10.3}  \text{41.6}  \text{9.9}  \text{12.7}  \text{3.0}  \text{115}  \text{117}  \text{19.5}  \text{36/46}  \text{12.30}   \text{311.10}  \text{2} \\ \text{EAF 5dr hatch \(\frac{1}{2} \times \frac{1}{2} \times	ORESTER 3/5dr hatch ★★★☆★       .0d XC     118     9.9     36.5     10.5     11.0     2.9     145     258     33.0     41/49     1540     56.13       RIX 4dr saloon ★★★☆★       TI Type UK     159     5.4     13.3     5.1     9.4     2.8     296     300     27.6     23/31     1534     256.14
MASERATI GRANTURISMO 2dr coupé ★ ★ ★ ★☆ 4.2 GT 177 5.6 13.0 4.9 *2.8 2.8 400 339 32.1 18/27 1975 22.08 1.6	.5 dCi 2WD 113 10.8 39.2 11.1 12.9 2.9 109 192 35.0 49/56 1365 192.14 ALCTRAIL 5dr hatch ★★★★☆ 6 dCi 2WD 117 11.2 39.7 11.7 11.2 3.0 128 236 32.8 42/48 1550 13.8.14 51	SUZUKI LTO 5dr hatch ★★★★☆ 0 SZ3 96 11.5 - 12.9 20.7 2.8 67 66 21.9 50/69 885 22.4.09 WFT 3/5dr hatch ★★★☆
4.7 V8 175 5.1 11.9 4.5 11.2 2.4 433 362 32.1 17/22 2085 14.7.10 37 GHIBLI 4dr saloon ★★★☆☆ GT	370Z 155 5.4 12.8 4.7 9.9 2.4 326 270 30.5 26/34 1508 29.709 St. ¬TR 2dr coupé ★★★★★ 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 SZ4 103 11.6 37.2 11.1 18.7 3.0 93 87 21.5 43/47 1010 15.910  245 - CROSS 5dr hatch ** * * * * * * * * * * * * * * * * *
3 5dr hatch ★★★☆ 2.2 SF-L 130 9.0 26.6 9.1 9.9 3.0 148 280 29.7 46/60 1470 412.13 MC 55dr MPV ★★☆☆	M600 2dr coupé ★★★★   M600   225 3.5 6.8 2.5 4.7 2.45 650 604 29.9 18/25 1305 14.10.09	ODEL 5 5dr hatch ★★★★ erformance 130 4.7 11.7 3.7 2.2 2.7 416 443 8.7 411Wh/m 2108 11.9.13  TOYOTA 13dr hatch ★★★★☆
6 4dr saloon/5dr estate ★★★☆ 2.2 Sport Nav 139 7.9 2.1.2 7.1 7.9 2.7 173 309 35 44/56 1480 23.1.13 1.2 CX-5 5dr hatch ★★★☆ 2.2 Sport Nav 126 9.4 28.0 9.1 9.7 2.3 148 280 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 13.6.12 30.0 34.9 24/55 1575 1575 13.6.12 30.0 34.9 24/55 1575 1575 13.6.12 30.0 34.9 24/55 1575 1575 13.6.12 30.0 34.9 24/55 1575 1575 13.6.12 30.0 34.0 34.0 34.0 34.0 34.0 34.0 34.0	208 3/5dr hatch ★★★☆☆  2 VTI Active 109 14.2 - 14.5 9.1 2.9 81 87 21.2 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 187.12 41/45 1080 1	0 iq 2 3dr 93 13.6 − 15.1 25.4 3.3 67 67 21.9 35/44 915 11.2.09 Y6O 5dr hatchback ★★★★☆ 0 VVTi 99 13.9 − 15.2 24.1 3.0 68 70 22.5 49/63 900 27.14 ARIS 5dr hatchback ★★★☆
2.0 Sport 130 7.1 20.8 7.2 11.1 2.8 158 139 23.3 24/35 1086 31.06 50  MCLAREN  12C 2dr coupé/roadster * * * * *	508 SW estate ★★★★   VI	ERSO-5 5 dr hatchback ★★★☆☆ 3 T Spirit 106 12.1 38.5 11.7 19.2 2.9 98 92 21.7 39/48 1125 9.3.11  T86 3 dr coupé ★★★★ .0 manual 140 7.4 18.8 6.8 10.6 2.6 197 151 23.5 30/45 1235 4.7.12
3.8 V8 Spider 207 3.4 7.2 2.4 14.0 2.4 616 442 35.4 19/23 1474 85.13 Sp. 46505 2dr coupé/roadster ***** 3.8 V8 Spider 204 3.2 6.3 2.2 5.9 2.5 641 500 35.4 18/24 1468 30.7.13 P12dr coupé ******	Sport HDI150   12  9.4   29.1   9.1   9.5   2.1   148   25  32.2   44/50   1580   11.11.09   1.	URIS 3/5dr hatch ★★★☆ 6 T Spirit 117 9.9 30.7 9.4 13.4 2.7 122 116 20.0 30/37 1275 17.1.07  RIUS 5dr hatch ★★★☆ Spirit 112 10.9 35.0 10.9 *6.6 2.9 98*80 105*153 - 48/56 1415 87.09  AV4 5dr 4x4 ★★★☆
MERCEDES-BENZ A-CLASS 5dr hatch ****☆	RTHP 270 155 6.8 15.3 5.5 5.8 3.0 266 243 24.2 36/44 1355 122.14 4 PORSCHE	-4D140 XT3 111 10.3 38.0 10.9 12.5 3.2 134 228 − 32/42 1639 223.06 AMD CRUISER V 95 dr 4X4 ★★★★ -5D-4D 130 8.6 27.5 9.1 *5.4 3.0 282 479 40.3 18/20 2880 301.08  VAUXHALL
A45AMG         168         4.2         11.5         4.3         4.5         2.8         355         322         38.1         27/37         1555         148.13         5.           B-CLASS 5dr MPV ★★★☆         ★★★☆         2         1.9         2.7         134         221         37.8         20/52         1495         292.12         2.         C63 AMG Black 186         4.0         9.2         3.3         7.5         2.66         510         457         37.2         15/25         1775         59.12         91	1.2YMAN 3dr coupé ** ** ** *   1.2.7   214 23.9 29/34 1385	DAM 5dr hatch ★★★☆       2. JamecoFLEX 103 14.3 - 15.3 20.8 2.8 68 85 21.8 39/45 1086 62.13         GILA 5dr hatch ★★★☆       01 Club 98 14.5 - 16.1 23.0 2.9 64 68 20.6 44/57 1035 193.08         ORSA 3/5dr ★★★★☆
C220 Bluetec 145 8.1 22.9 8.1 11.7 2.8 168 295 42.4 41/51 1700 23.7.14 Tu CLA 4dr coupé ★★★☆☆ Tu CLA 4dr coupé ★★★☆☆ Tu CLA 4dr coupé ★★★☆☆ Tu CLA 4dr coupé ★★☆☆ Tu CLA 4dr co	Iurbo S	6 VXR 136 6.7 16.8 5.6 7.2 2.6 189 192 23.7 28/35 1255 44.07  EW CORSA 3/56t ★★★★★  41 TSRİ VX-Line115 11.7 45.1 12.1 15.3 2.9 99 148 34.8 37/42 1176 19.11.14  ERIVA 5dr MPV ★★★★★  41 140 SE 122 9.4 28.3 8.7 13.1 2.6 138 148 25.5 31/37 1465 26.10
E-CLASS 4dr saloon/5dr estate/2dr convertible * * * * * * * * * * * * * * * * * * *	1.8 Turbo 188 4.0 9.2 3.4 13.5 2.5 493 567 45.0 20/28 2045 20.909 A/ AACAN 5dr 4x4 ★ ★ ★ ★ ★ ★ ↓ Urubo 165 4.7 11.8 4.3 7.9 2.4 394 406 35.7 22/31 2000 4.6.14 2  CAYENNE 5dr 4x4 ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★	
350 BlueEff. 155 6.5 16.0 5.7 *3.3 2.5 302 273 37.6 29/38 1775 13.411 350 CDI S'Brake 155 7.0 18.5 6.4 *3.8 2.9 261 457 39.6 36/43 1980 9.1.13 S-CLASS 4dr saloon/2dr coupé * * * * * * S350 Bluetec 155 7.3 19.0 6.8 *3.9 2.7 255 457 45.6 34/44 1975 161013	RADICAL         R3 SL 2dr ★★★☆       2         R3 SL       161       3.4       8.4       3.7       4.8       2.7       245       265       24.9       14/-       765       30.11.11       1.1	AFIRA TOURER 5dr ★★★☆  .O CDT1 165 129 10.4 36.8 10.2 14.3 3.2 163 258 37.7 38/46 1805 152.12  OKKA Mini SUV ★★★☆  4T 118 10.0 30.6 9.4 13.7 3.0 138 148 26.1 32/40 1350 28.11.12
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Cooper D All4         115         11.1         11.5         16.1         2.6         110         199         34.8         39/43         1475         299.10         LE           COUPÉ 2dr coupé ★★★☆         JCW         149         7.2         17.0         6.0         6.0         2.8         208         207         23.9         33/46         1230         26/10.11           CU         149         7.2         17.0         6.0         6.0         2.8         208         207         23.9         33/46         1230         26/10.11         CU	Zupra I.4 TSI     140     7.0     19.6     6.3     *3.6     2.4     178     184     21.3     31/40     1172     21.10.09     3.5       EON 3/5dr hatch ★★★★     ★★★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★     ★	VOLVO 40 4dr hatch ★★★☆
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# BMW ALPINA XD3 BI-TURBO. AN OFFER AS RARE AS THE CAR.

Black Horse Personal Contract Purchase finance representative example for the BMW ALPINA XD3 Diesel Estate

Term of agreement	47 monthly payments	On the road cash price*	Customer deposit	Total deposit	Total amount of credit	Credit arrangement fee^
48 months	£599.47	£58,440.00	£14,000.00	£14,000.00	£44,440.00	20.02
Option to purchase fee^^	Optional final payment^^	Total amount payable	Rate of interest			
£10.00	£28,531.00	£70,716.09	8.7% fixed	Representati	ve 8.7% APR	

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Official fuel economy figures for the BMW ALPINA XD3 in mpg (litres per 100km): Urban 38.7mpg (7.3), Extra Urban 45.6mpg (6.2), Combined 42.8mpg (6.6). CO2 emissions 174g/km.

Sytner Limited trading as Sytner Nottingham is a credit broker and not a lender.

Finance example is based on a Black Horse Personal Contract Purchase agreement for the model featured, a new BMW ALPINA XD3 Diesel Estate with a contract mileage of 32,000 miles and excess mileage charge of 14.0p per mile if excess miles are 4999 or under or 28.0p per mile if excess miles are more than 5000. ^Credit arrangement fee payable with the 1st monthly payment. ^^Option to purchase fee £10.00 and optional final payment payable at the end of the agreement if you decide to purchase the vehicle. Excess mileage charges and vehicle condition charges may be payable if you return the vehicle. *On the road cash price is based on a new BMW ALPINA XD3 Diesel Estate. Figures are correct at time of going to print, February 2015 and are subject to change without notice. Applies to vehicles ordered between 1 January 2015 and 31 March 2015 and print, February 2015 and are subject to observe and are not the lender. Details of this and our trading names can be checked via the FCA consumer credit register. All finance is subject to status and available to over 18s in the UK only (excluding the Channel Islands). Guarantees and indemnities may be required. We are not an independent financial advisor. We can introduce you to a limited number of lenders to assist with your purchase, who may pay us for introducing you to them. We can arrange finance for you. Finance advertised is a form of Personal Contract Purchase agreement provided by Black Horse Limited, You will have a 14 day statutory right to withdraw from the agreement.



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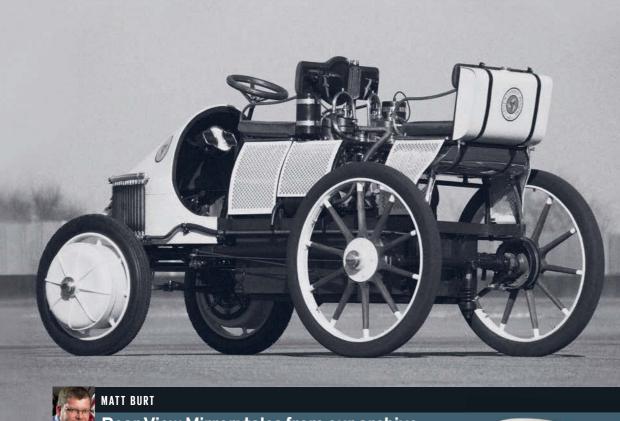
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Rear View Mirror: tales from our archive

# Steam, electric or combustion engine? 4 March 1899



uring the pioneering days of the motor car, it wasn't altogether clear which method of propulsion would best be suited to personal transport. The topic was discussed in most issues of Autocar, and the 4 March 1899 issue reported on "an interesting and practical lecture on motor cars" given by Mr JS Critchley, manager of the Daimler Motor Company's works at Coventry, to the members of the Coventry Engineering Society.

Critchley was quoted as saying: "At the present time, there are three sources of power for motor car work: steam, electricity and mineral oil." He went on to assess the merits and drawbacks of each method of power.

"Steam vehicles have the natural advantage of not requiring a variable gear," he said. "The engine itself is self-starting, reversible, simple and well suited for the work. The boiler and its accessories are, however, the great drawbacks, both from the points of view of time taken in varying its generation of steam, without increasing risks of clogging, and of dirt and smell."

Although "the electric motor itself is as well suited for vehicle propulsion

## 'About half the vehicle's weight was from the battery alone, and its capacity was only about three hours without recharging

work as could be wished", the batterypowered vehicles also prompted logistical issues, said Critchley. "Since at the present time it is impossible to convey externally generated electric current to the carriage while travelling, some kind of accumulator is necessary, he went on. "The only ones now known are expensive, troublesome, heavy and generally unsatisfactory.

"For a vehicle to carry four persons with a total weight of one ton, about half this weight was now necessary for the storage battery alone, and its capacity was only about three hours without recharging. An enormous amount of improvement is necessary before they

can become really successful except for use over small areas."

Coming to the mineral oil vehicle, Critchley said experience had proved this to be by far the most convenient and suitable for self-propelled vehicles. "The results that have been obtained with engines of this type are truly astounding," he said. "Cars are being built that can maintain an average speed of 30mph on ordinary highways. A 10-gallon tank is easily fitted to a car, and thus a run of 200 miles can be effected without fresh supplies of fuel."

There were still drawbacks, though. "The engine must run at a very high speed in order that its size and weight may be reduced," said Critchley. "It is not, therefore, an easy matter to construct an engine for the purpose. The difficulties compared with a steam engine are that the motor must obtain, prepare, ignite and absorb the energy from, give out the power from and get rid of the useless products of the fuel."

Hindsight shows that the combustion engine won the day, although electrification is making a significant resurgence. Steam, however, remains dormant as a power source for cars.

The original car magazine, published since 1895 'in the interests of the mechanically propelled road carriage

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If your car goes wrong, you could be faced with wallet busting repair bills. Not to mention the hassle of dealing with the garage and being without your motor for days, or even weeks on end.

A used car repair plan from Warrantywise gives you total peace of mind when your car goes bang! All of our plans include car hire, hotel & onwards travel expenses as well as recovery as standard. You can also take your car to any VAT registered garage in the UK or Europe for repairs!

Prices start from just £19 per month. Best of all its been designed by motoring consumer champion, Quentin Willson.















## THEO PAPHITIS IS WARRANTY WISE

Warrantywise are delighted that Theo has done the wise thing and protected his jaw-dropping Maybach with a Warrantywise warranty.

Read the full article at: www.warrantywise.co.uk/theo



## **QUENTIN VIDEO GUIDE**

Watch as motoring expert, Quentin Willson, explains the benefits of a used car warranty.

Watch Quentin's Guide warrantywise.co.uk/guide



Terms and conditions apply. Accurate at the time of printing



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Warrantywise

Simply the Best in the Business



With £1,000 towards your deposit¹ and £99 service plan available.[†]

## Solutions Personal Contract Plan* representative example for the SEAT Leon 5dr SE 1.2 TSI 110PS based on a 10,000-mile agreement.

Duration:	36 months	Full deposit:	£4,791.66	Acceptance fee ² :	£125.00	Option to purchase fee ³	£60.00	Excess mileage charge (per mil	e)4: 4.4p
35 monthly payments of	*: £185.00	SEAT UK Deposit contributi	ion¹: £1,000.00	Total payable by customer:	£17,936.76	Total amount payable:	£18,936.76	Representative APR:	5.80%
Customer deposit:	£3,791.66	Retail cash price:	£17,235.00	Optional final payment:	£7,485.10	Amount of credit:	£12,443.34	Rate of interest:	5.17%

[&]quot;At the end of the agreement there are three options: i) retain the vehicle: pay the optional final payment to own the vehicle; ii) return the vehicle; or iii) replace: part exchange the vehicle, subject to status.

Official fuel consumption for the SEAT Leon in mpg (litres per 100km); urban 32.5 (8.7) - 72.4 (3.9); extra-urban 49.6 (5.7) - 91.1 (3.1); combined 42.8 (6.6) - 85.6 (3.3). CO₂ emissions 154 - 87 g/km.





^{*}Available when purchased on Solutions Personal Contract Plan. ^Available on SE and FR models only. £1,930 RRP refers to optional specification if priced individually. ¹Deposit contribution is available when purchased on Solutions. Retail Sales only. +Up to 3 years/10,000 miles per annum (whichever comes first) when purchased with Solutions. ²Payable with first payment. ³Payable with optional final payment. ⁴Subject to agreed annual mileage. Retail Sales only. Offer available for vehicles ordered by 31st March 2015 and delivered by 30th June 2015 from participating Dealers. Further charges may be payable if vehicle is returned. Offers are not available in conjunction with any other offer and may be varied or withdrawn at any time. Available to 18s and over. Subject to availability. Terms and conditions apply. Finance subject to status. Accurate at time of publication. Freepost SEAT Finance.